**DECEMBER 19, 1952** 

# The Autocar

FOUNDED 1895

LARGEST CIRCULATION

The Oxford accent is on Quality



The 'Quality First"

MORRÍS Oxford





MORRIS MOTORS LIMITED, COWLEY. OFFORD. OVERSEAS BUSINESS: NUPPIELD EXPORTS LIMITED, OXFORD, AND 41 PICCADILLY, LONDON, W.1



# There's always GIRLING

THE BEST BRAKES IN THE WORLD

### SERVICE

for wherever you motor you'll find a LOCAL GIRLING SERVICE AGENT to keep your car

### WAY OUT AHEAD

- \* FACTORY LINED REPLACEMENT BRAKE SHOES
- ★ HYDRAULIC SPARES
  Rubber seals, Hoses , Master and Wheel Cylinders
- \* REPLACEMENT DAMPERS
  - GENUINE GIRLING SPARES and factory trained personnel to fit them efficiently



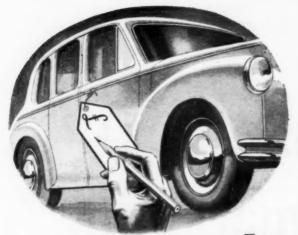
# Shell and BP are marketing something new

It's an anti-freeze. It's very economical (one filling will last you all winter). It contains a special rust inhibitor. It's GUARANTEED to protect your car down to 35° frost. It's called

### SNOWFLAKE ANTI-FREEZE

and you can buy it from any garage where you see this sign





### is the real price?

The real price of a used car is that at which it is ultimately sold. It may be less than the buyer expected to pay or more than the seller expected to receive (or vice versa)—but it is always the REAL price. At Measham we are only interested in real prices - what the cars actually make. That is why the Measham Sales Service is so popular with both buyers and sellers, that is why at Measham you will always find-

### Most cars-most people-Measham!

### MEASHAM MOTOR SALES ORGANISATION LTD. (Chairman: G. A. HILL, M.I.M.I.)

Sales every Tuesday and Thursday-free travel to and Head Office & Sales Headquarters: Measham, Burton-on-Trent Telephone and Telegrams: Measham 312. Branch Offices: London-368-79, Kensington High Street, W.14 (near Olympia). Telephone: WEStern 9821. Manchester-38-34, Victoria Street, J. Telephone: Blackfriars 5145/6. Stafford — Walton. Telephone: Milford 373.

Details of all Measham Services, current entry form. and sale conditions free on request.



Purchasers of motor vehicles at Measham are guaranteed a good title and are offered a protection, to the best of my knowledge, hitherto unknown."

Please send me the 130 pp. Measham Magazine, with latest prices of all used cars sold, and 50 pp. list prices of all post-war cars compared with present day values.

I enclose 7 - for current copy. } cross out which 4 gns. for annual subscription. } does not apply.

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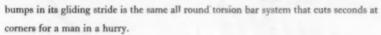
DW SI



### Woman at the wheel

Women drive differently from men (oh let's not start that argument again!)

Let's say a woman demands different things of a car. With the Javelin, the suspension that keeps a woman happy by taking the wickedest



The quick, light steering and clear visibility are just what a woman wants for parking in the High Street . . . the same qualities that the rally experts praise.

The comfortable cleverly planned seating that lets a woman slip gracefully in and out of the car, sees a man through a 400-mile Continental run without fatigue. And there's plenty of room in the back for several children.

What more could a woman ask of a man's car that will do 80 m.p.h, and accelerate from 0 to 50 in 15.4 secs?

There's a lot built into the Javelin that doesn't really show until you have one in your hands — real comfort — 30 m.p.g. economy — and performance.

The 1953 Javelin has the new Series III engine.

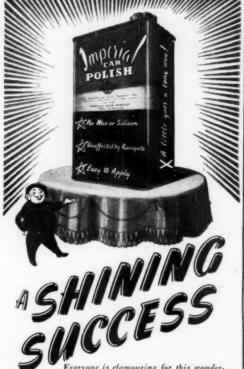
The Javelin Saloon with leather upholstery costs £1,082.12.3 (including purchase tax),



1½ litre **O**JOWETT **JAVELIN** 

one day - it has to be YOURS!





Everyone is clamouring for this wonderful new Car Polish from France! Rainspots cannot mar Imperial's brilliant gloss—water runs straight off!

Imperial's super lustre lasts for months!

Imperial cleans as it polishes!

Easy to apply-so economical!

BROADFIELDS GARAGE & ENGINEERING CO. LTD.

20 Ounce Tin

10 Ounce Tin

5 Ounce Bottle 2'-

Wask for it at your Garage



"Autocar

# 5 countries in 90 hours on Woodkead Suspension!

Proof of the endurance and reliability of the new Humber Super Snipe is confirmed by the recent test of 3280 miles running over varying road conditions



ated springs, together with Woodhead-Monroe Telescopic Hydraulic shock absorbers.

PROOF POSITIVE THAT VEHICLES FITTED WITH WOODHEAD SUSPENSION WILL STAND ANY TEST





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When choosing a caravan come to Elstree or Birchington and benefit from our 30 years' experience as one of the world's

largest Caravan Distributors and Agents. We are stockists of National Caravan Council approved models and our nation-wide reputation for the finest, most reliable caravans at reasonable prices is your best insurance against disappointment. If unable to call, please write or telephone for further information.



The Season's Greetings to all our Caravanning Friends



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Screwdrivers

to suit Phillips Headed Screws!

Equip with KING DICK

King Dick Phillips head Screwdrivers are available for use with the Phillips pattern screws now being fitted to many new cars. Your local dealer will be glad to show you the full range of bit sizes and overall lengths on request



### 15 Countries in 90 hours!

Equipped with the

### 7ENITH-STROMBERG

Carburetter

### THE NEW HUMBER SUPER SNIPE MAKES MOTORING HISTORY!

Driven by British racing drivers Stirling Moss and Leslie Johnson, through 15 countries in 90 hours in gruelling mid-winter conditions, the new HUMBER Super Snipe blazed a trail into a new era of finer motoring. This amazing performance is proof positive of the absolute reliability of the Super Snipe's components generally and its ZENITH-STROMBERG carburetter in particular. With such vivid proof of endurance, no wonder more and more vehicles are being produced fitted with Zenith-made carburetters as standard. Special carburetter service facilities are available at Zenith Service Stations and Agents throughout the world.



GO TO A ZENITH STATION for the BEST CARBURETTER SERVICE

THE ZENITH & CARBURETTER CO LTD . HONEYPOT LANE . STANMORE . MIDDLESEX

### EIGHT SOUND REASONS WHY THIS COIL IS Rotte

- I Hermetically sealed against moisture -the major cause of ignition failure
- and better heat dissipation
- Balanced windings for maximum 6 Smooth and steady tick-over performance and longer contact life 7 Guaranteed for 2 years
- 2 Oil-filled for permanent insulation 5 Reliable engine starting and low-speed performance

  - Improved top gear acceleration and 8 Backed by 40 years' experience of the world's largest ignition manufacturers

Delco-Ren

Consult your local garage or write for descriptive leaflet.

DELCO-REMY-HYATT DIVISION OF GENERAL MOTORS LTD . GROSVENOR ROAD . LONDON . S.W.I



Burgess Exhaust Silencers are supplied for the new Austin Seven and for most other Austin models. MANUFACTURED BY BURGESS PRODUCTS CO. LTD., SILENCER DIVISION, HINCKLEY, LEICESTER.



Ring in the good news!

### REGENT T.T.

PETROL ON REB. IST.

### Great news for all motorists!

From February 1st, Regent Dealers will sell the premium grade petrol, Regent T.T.

Regent T.T., refined in Trinidad, is naturally the best petrol, for Nature herself has put high octane (anti-knock value) in Trinidad crude. Regent T.T. is always perfectly uniform in quality. This is ensured by processing in the most modern catalytic plant in the British Empire — plus all the other latest methods of refining.

OIL

REGENT

COMPANY



ALSO REGENT BENZOLE MIXTURE (premium petrol with Benzole added).

THE LTD . LONDON

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### The finishing !



FIVE HANDSOME FITTINGS FOR YOUR
POST-WAR CAR Individually tailored for nearly
every post-war British car, they fit sleekly into the car

- The C.U.D. Badge Bar. Easily fixed. Beautifully finished. To hold at least five Club and Association Badges. Complete with two clips from 45/s. Extra clips 3/6 each. Some lamp carrying bars available at extra cost.
- ★ The C.U.D. Windcheat for Radiator Grill. Snugfitting, transparent and tough. The neatest of all radiator shields. Prices from 33/-.
- ★ The C.U.D. Stone-guard for fog-lamps. A smart, shock-resisting guard which mounts before the lamp to provide full protection against flying stones, etc. Suitable for use with Lucas 700S 700SLR and FT 57.
  - ★ The 'Universal' Number Plate. With specially designed die cast letters and digits, cast aluminium plate and highly polished rim. Easily cleaned by the wipe of a rag.

Write for full details or ask your usual Garage.



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A new word in motoring...
tried and proved by countless
motorists throughout
the USA...you'll be hearing
a lot about it soon.

**FLINTKOTE** is an underbody protective coating which protects your car from rust, corrosion and damage from flying gravel whilst deadening sound to give you thousands of miles of quieter motoring.

FLINTKOTE service will be available very shortly through selected garages where progressive automobile engineers are already installing the necessary plant to give you speedy FLINTKOTE servicing at low cost.



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### HUMBER'S EPIC ACHIEVEMENT

Fifteen Countries in 4 Days-

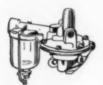
ENGINE PROTECTION by



### ALUVAG

### ELEMENTS

OTHER AC PRODUCTS USED :-



**FUEL PUMPS** 



AIR CLEANERS



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RADIATOR PRESSURE CAPS

STYLE, ELEGANCE DURABILITY

### ROOTES **CAR SEAT COVERS**

Tailor-made from highest quality materials, they offer the following advantages:

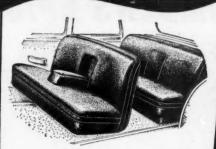
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PREVENTION OF SHINE TO PERSONAL GLOTHING

CAN BE DRY CLEANED BY APPROVED PROCESSES

AVAILABLE IN A VARIETY OF COLOURS



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The NEW TELESCOPIC DAMPER

with EXCLUSIVE SMOOTHERIDE FEATURES!



- NO FROTHING OR AERATION! Recuperation is obtained by compression of air within rubber ball. No free air is in contact with special fluid during operation.
  - OPERATES IN ANY POSITION I Recuperation is independent of gravity, permitting mounting at any angle.
  - LESS WEIGHT! The new design makes Telaflo lighter, reduces unsprung weight.
    - MORE EFFECTIVE COOLING! As the working chamber is not enclosed, cooling is more effective, giving greater constancy of damping with changes of temperatures.

Telaflo Models for every weight of car and commercial, available shortly.

There are Telaflo Distributors throughout Gt. Britain. Ask for coloured folder at your Garage or write to the nearest Distributor.

an original product of the makers of the famous ROTOFLO Dampers
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\*That comes of day-dreaming!

'That car only missed me by a few inches. My own fault, of course-I crossed against the lights. I must re-member to be more careful! And I mustn't forget to renew my 'General' Personal Accid-

ent Policy ... just in case I'm careless once too often - or somebody else is!

SOMECOGY CISC 18: "
L4 a year covers business and professional men for £10 a week accident benefit (and pro rata). Similar attractive rates for other occupations, Other policies available to include sickness. Send the coupon for full details.

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Send coupon to P.A. Dept., General Buildings, Perth, Scotland, or to near-est office (see Telephone Directory) Please send me details of Personal Accident Policy, Sickness and Accident Policy, (Cross our whichever does not spply)

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### NEW HUMBER SUPER SNIPE

ON THE GRAND PERFORMANCE OF THIS LATEST OF A LONG LINE OF THOROUGHBREDS TO WHICH OUR FORGINGS HAVE CONTRIBUTED FOR NEARLY A QUARTER OF A CENTURY

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Your new engine is valuable...

Run it in—with care!

Merely keeping to low speeds and going steadily on hills is not enough. Your new engine deserves nothing less than the best and that means running-in with 'dag' colloidal graphite - used and recommended by car manufacturers themselves.

Take a look at these proved advantages.

- Up to 50% less cylinder wear.
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  - Smoother, more economical motoring.

"The Running-in of Engines." Safeguard your new engine right from the start. Write to-day for our valuable and interesting guide to successful running-in. It's free and may save you pounds in the years to come.

Leading oil companies market Running-in Compounds and Upper Cylinder Lubricants based on 'dag colloidal graphite. Ask your accessory dealer or garage about them.

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GRAPHITE



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The ideal Christmas gift for the motorist. The DAVENSET Model H is suitable for A.C. Mains 200 250 volts for charging 6 volt or 12 volt batteries at 24 amps. PRICE: £5 - 17 - 6

The DAVENSET Hand lamp will throw a welcome light on that unexpected roadside breakdown. Just clip on to battery terminals.

PRICE: 15/-

For further details consult your garage or accessories dealer.

MODEL 'H' BATTERY CHARGER (24 amp.) AND HAND LAMP

PARTRIDG. WILSON & CO. LTD., Davencet Electrical Works, Leicester, 1

### ACCESSORIES LANE offer

### BARGAINS FOR THE MOTORIST



Black rim. complete with 6 or 12 volt bulb, 87/9 each. State voltage re-

Filament Doubledippin





D SHAPED CHROME STOP AND TAIL LAMPS,

with 6 or 12 volt bulbs, 23/a each.

CHROME TWIN STOP LAMP-SETS





ELECTRIC WIND-SCREEN WIPER MOTORS, complete with Arm and Blade, 6 or 12 volt, 56/- each. With Tandem assembly 78/- each.

CYCLE DYNAMO LIGHTING SETS omprising Dynamo, Front and Rea Lamps. complete with bulbs, silve 18 11 cach. Price

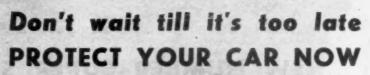


EACH ITEM IS OFFERED WITH MONEY-BACK GUARANTER Turms : Cash with order. LANE ACCESSORIES, COUNTY BRIDGE, WILLENHALL, STAFFS

CONTENTS 1 GALLON

ANTI-FREEZE

RADIATORS



with (Esso

NTI-FREEZE

Don't leave your car at the mercy of the first hard frost. Don't risk big bills for replacing a cracked cylinder block or a ruined engine. Take the simple precaution of driving round to your garage now for one swift easy treatment with non-corrosive, noninflammable engine-protecting Esso anti-freeze. This

> DON'T DELAY call at your Garage TODAY

will keep your car absolutely safe throughout the

It pays to say (Esso)

winter months.

THE ESSO PETROLEUM COMPANY, LTD., 36 QUEEN ANNE'S GATE, LONDON, S.W.I

### ••••• THROUGH 15 COUNTRIES IN 90 HOURS!

Midwinter dash of 3,280 miles from Norway to Portugal by

### **NEW HUMBER SUPER SNIPE**

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### WILMOT BREEDEN

Manufacturers of Motor Vebicle Components and Accessories

BIRMINGHAM . LONDON . MANCHESTER . BRISTOL . GLASGOW





If your car is not already fitted with "WEFCO" write at once for particulars. They ensure proper functioning. They keep the Springs clean and ensure perfect lubrication. You should fit them at once.

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Makers of Spring Gaiters for over 30 years.

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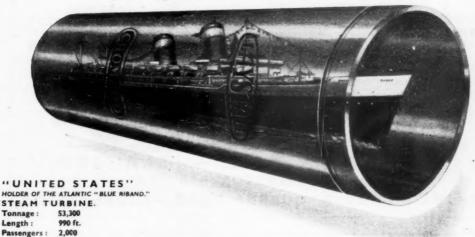


JUBILEE has been our registered trade name for 30 years, and may not be used to describe any other clip.

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### CROMARD—the Cylinder Liner that uses chromium and defeats wear for 100,000 miles —AND MORE

-They just keep running. "United States" or Cromard, each gives service that scorns mere mileage. Once fitted inside the engine, the hard chromed steel working surface of the Cromard liner resists wear and corrosion indefinitely. Owners are regularly obtaining mileages more than equal to fifty Atlantic crossings without their vehicles having to go into dock.

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HUMBER SUPER SNIPE



PRESTON NEW ROAD—BLACKPOOL
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### Shorts announce

vacancies in their technical departments for suitably qualified personnel as

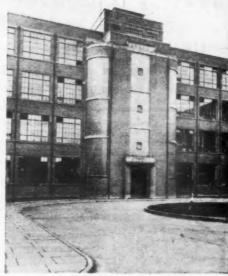
### JIG AND TOOL DRAUGHTSMEN AND PLANNING ENGINEERS

Unique opportunities exist for men to widen their experience with a Company which is not only doing extensive research and development work but is also putting into production three of the country's leading aircraft.

Jig and tool draughtsmen with experience of aircraft structures, machine shop fixtures, machine tool design, press tool design, prepared to show initiative working with a team developing the latest production techniques, are acceptable.

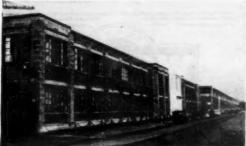
Planning engineers with technical and/or practical experience of structures, electrics, hydraulics, plastics, machining, capable of transmitting information to the shops.

Men with a reasonable knowledge of production techniques and anxious to join teams specialising in the production of prototypes will find wide scope in any of these departments.



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Those who wish to settle down in this part of the country are assured of positions which are permanent and pensionable, together with excellent opportunities for promotion in all spheres within the Company's organisation. Spacious factory and office buildings situated on the waterfront and within a mile of the city centre, coupled with an excellent canteen and adequate transport facilities, make ideal working conditions. All these amenities will be found on inspection.



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Initial applications should be made to



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Short Brothers & Harland Limited

AIRPORT ROAD, QUEENS ISLAND, BELFAST

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### M.P.G. increased between 10% & 30%

SIMPLY BY FITTING A



### DISTRIBUTION RECTIFIER

(PATENT No. 408963)

Not the makers—but actual users—report increases of between 10% and 30% in mileage per gallon after fitting VOKES Gasmaster. Nor is that all ! The VOKES Gasmaster Distribution Rectifier has a remarkable effect upon engine performance. It brings smoother running at all engine speeds . . . increased acceleration . . . easier starting from cold with less choke. This is a scientifically designed accessory, perfected after years of research, available for British and American cars. It can be fitted in a few minutes. No maintenance worries-nothing to replace during use.

### WHAT IT DOES

-moreover it lasts the life of the car.

The patented construction of the Gasmaster corrects the mixture flow and ensures complete vaporisation. The VOKES Gasmaster Distribution Rectifier is fitted in a few minutes between the carburettor and induction flanges. It is a sound engineering job, made of specially selected noncorrodible materials, strong and robust with no moving parts



### ALL THESE ADVANTAGES:

- More miles per gallon. The biggest single cause of over-high petrol consumption is bad distribution—the Gasmaster puts this right.
- The engine starts more easily than you have ever known it, aimply because the fuel is properly vaporised.
   Because vaporisation is complete (instead of an imperfect mixture of still-liquid petrol and air) "flatspots" and "stalling"
- This proper mixture of fuel and air means smoother running of the engine, even in top gear at very low speeds.
- 5. Much better acceleration.

### READ THESE USERS' OPINIONS:

"... Acceleration improved, performance was stepped up and I found I was getting up to 30 per cent more miles per gallon."

Mr. H. J. of Wallington,

Mr. R. W. L., Somerset. "Having used one of your Rectifiers on an Austin 10 with great success in my Hire Business, I have improved my petrol con-sumption from 29 to 35 m.p.g."

Owing to increased demand-PRICE FOR ALL MODELS 14/6

### COUPON

To: VOKES LIMITED (Motor Accessory Dept. AC) **GUILDFORD · SURREY** 

Please send me a Vokes Gasmaster Distribution Rectifier for owing vehicle(s)

MAKE H.P....YEAR.

I enclosed Postal Order/Cheque, value.

ADDRESS



REALLY HELPS IN WINTER FOG. MAKES NIGHT DRIVING SAFER, AND ELIMINATES STRAIN.

AN OFTICAL PRODUCT RECOMMENDED BY THE MOTORING PRESS. (Prov. Pat. 5729 51) REMARKABLE BRIGHTENING EFFECT -" "HE MOTOR" MOST BENEFICIAL - " COUNTRY LIFE" EFFECTIVE COUNTER TO DAZZLE -" B.A.R.C. GAZETTE"

AN IDEAL CHRISTMAS PRESENT FOR ANY DRIVER -MODELS FROM:- 20/7 TO 33/9, CLIP-OVER8 18/9. STANDARD MODEL 26/3

FROM OPTICIANS, GARAGES OR PARTICULARS FROM-GEORGE FISHEL & CO. LTD., 21, CORAM ST., W.C.1 Tel. TERminus 9552/1



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TALKING OF SAFETY, FRANK\* SAYS:-



You are a safe driver but -

have you had the 12-point SAFETY SERVICE?

> A CHECK OF YOUR ELECTRICAL EQUIPMENT AT ROMINAL COST

"Let this be a double reminder"

My face is not plastered over several hundred garage walls just for fun, you know. Road safety is a really serious business and the 12-Point Safety Service has already proved itself as a sound way in which to tackle one aspect of the problem. It is a safeguard against the failing of vital electrical components—such as wipers, lights, horns and indicators—just when you need them most.



We have selected Frank as a typical example of a seasoned garage hand who knows the answers. For twenty-five years or more, he has been keeping an ope on his customers' electrical equipment and he has driven and serviced almost erety known make of car.

The Battery with Power to Spare

NEW/

### 12-POINT ROAD SAFETY SERVICE INTRODUCED BY OLDHAM

To prevent accidents due to electrical equipment becoming faulty, garages will now undertake the following 12 routine inspections:

- I. Clean battery terminals, top up and test cells.
- 2. Check all bulbs and renew where necessary.
- Examine all wiring for loose connections, had earth returns and frayed leads.
- Check all contact springs and switches and remove corresion.
- Clean head lamp glasses and check dipping mechanism.
  Check focussing.
   Check stoplight bulb, wiring and switch.
- 7. Inspect direction indicators, clean and oil.
- Check windscreen wipers and clean motor brushes. Lubricate if necessary.
- 9. Check diaphragm on read of horn and inspect switch.
- Examine dynamo, check brushes for wear. Check charging rate, lubricate.
- II. Check cut-out and regulator.
- 1). Check starter brushes, examine connections for corresion, lubricate.

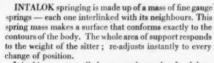
For safety's sake get your electrical equipment tested

NOW!

OLDHAM & SON LTD . DENTON . MANCHESTER . EST. 1865

### THE NEAREST THING TO FLOATING THROUGH SPACE-

### Travelling on INTALOK Spring Seating



It is this new controlled support that makes Intalok so comfortable. It cuts out travel ache, and reduces driving strain.

Intalok is considerably lighter than other spring seating. And because each spring shares the load, Intalok will not sag, lasts indefinitely.

INTALOK CAN BE SUPPLIED TO ANY SHAPE, READY FOR TRIMMING, OR COMPLETELY TRIMMED.



Intalok is a Product of the Slumberland Group of Companies
Write for details of car seats and caravan mattresses

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## • RELIABILITY • THE HUMBER NEW SUPER SNIPE

15 COUNTRIES & 3280 MILES IN 90 HOURS

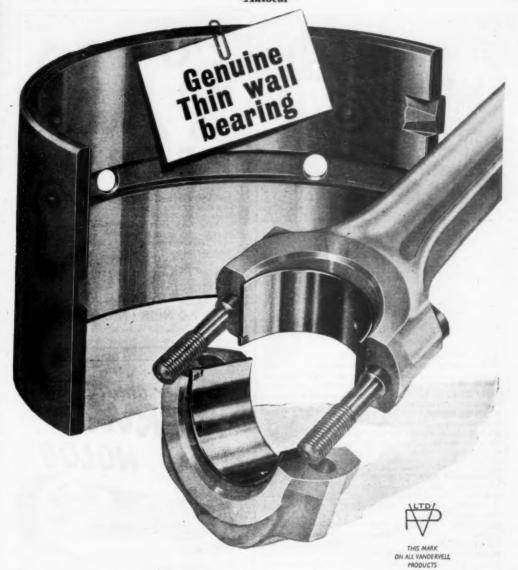
THE **ROOTES** GROUP
HAVE FITTED TO THEIR VEHICLES
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WE ARE PROUD OF THEIR CONFIDENCE RELIABILITY STANDS THE TEST OF TIME

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### VANDERVELL

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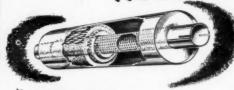
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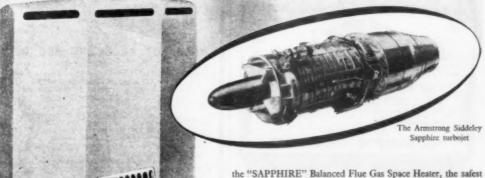
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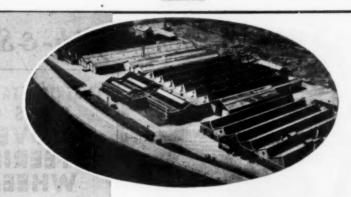
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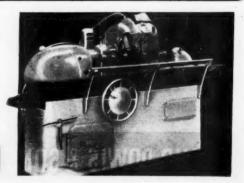
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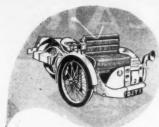
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It was in a part of rural England, where the crank a face to which one of the big cylinders chamber of a 3-cylinder Diesel engine operating the was bolted.

It was in a part of rural England, where the crank a face to which one of the big cylinders chamber of a 3-cylinder Diesel engine operating the was bolted.

The district had to have about the company of the co

Crank
chamber
of 3-cylinder
Diesel engine upon
which a large agricul.
tural district relied for its
water supply. It was bodily
cracked just underneath and ocross
a face to which one of the big cylinders
was botted.
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MIDLAND EDITOR

A. G. DOUGLAS CLEASE,
B.Sc., A.M.I.Moch.E.

ASSISTANT EDITOR

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### In This Issue

De Profundis	***	***	1676
The Super Sni	pe Run	***	1678
Disconnected	1682		
B.R.D.C. Jubil	1683		
Today and Yes	1685		
The Gong Roa	***	1690	
A Ghost of the	e Past	***	1692
Correspondent	ce	***	1696
Pity the Points		***	1699
News and View	ws	***	1701
A Fiat Diesel	***	***	1702
Experts on Pre	1702		
The Sport	***	***	1703
Club News	***		1704
In Brief	***	***	1706

# Autocar

FOUNDED 1895

No. 2977

FRIDAY, DECEMBER 19, 1952

Vol. XCVII

### Christmas, 1952

AR too frequently nowadays is the fact overlooked that Christmas is a Christian festival, and although it is customary for acquaintances to exchange good wishes at this time of the year, too few of them realize the religious origin of the custom. This journal deliberately recalls, therefore, the original Christmas message—"Peace on earth, good will towards men"—for the expressed benevolence of one motorist for another is too often revealed as a perfunctory seasonal evocation by subsequent road behaviour that is little short of cut-throat.

It is, indeed, a matter for regret that the driving of a car is so stimulative of irritation. Experienced drivers recognize the fact and make deliberate allowance for it, self-disciplining themselves into good humour whatever the frustration experienced. The task is not easy, and is less rewarding than it might be because the resultant willingness to give way in terms of road space is used to advantage by selfish drivers. There is nothing to be done in the face of this except continue to set an example of forbearance, in the hope that it will eventually be copied. Retaliation is neither wise nor Christian, but merely stimulative of road danger.

Moreover, a considerable fund of ill-will exists against the motorist amongst other road users. There is no sense in blinking at the fact, and the feeling can be dissipated only by proof that car users are neither selfish nor dangerous. If this is to be done, motorists must remain united in understanding, in the employment of good road manners and in the display of unending patience; they must not permit fission into warring factions, the outward sign of which is spiteful driving on the public road. It is, in fact, the Christmas spirit in its truly religious sense that is needed above all on the roads today, and we are sure that, in wishing our readers a very happy Christmas, they will not resent the reminder of the fact.

### Abuse of Lamps

ONE of the arguments so far put forward convinces us that unofficial signalling by means of head or auxiliary lamps has any merit; the practice seems to have originated amongst commercial drivers, who have a recognized code, but its adoption by car drivers is to be deprecated. There is merit only in the dipping of head lights by a solitary driver who is approaching a junction at night, for this enables him to see the beams of another car about to join or cross his road; but this, in any case, is not a signal addressed to another road user.

In daylight the use of lamps for unofficial casual signalling is odious; it spreads doubt or alarm where none need exist, for the flash of a head lamp has been used for many years as an emergency signal to an oncoming motorist that something was wrong with the appearance or behaviour of his vehicle, or that his own lights were inadvertently shining. This, it may be objected, does not differ in principle from the practice to which objection is being raised, but there is a difference in that no other safe and satisfactory method was available to warn another driver that something was amiss, whereas the law and the Highway Code already provide for all driving procedures during which unauthorized lamp signalling is used nowadays. The Code never recommends such signalling. On the road at night, common courtesy dictates the use made of head lamps. When another driver is being followed head lights should be dipped if adequate vision remains to the following driver; it is prudent to switch to full beam as the vehicles come alongside. Competent drivers should not need to make flashing signals to announce intentions in these circumstances.

When other vehicles are being met at night the flashing up of dipped lights to indicate the driver's intention of carrying on as he in going at that moment is particularly reprehensible. It causes dazzle, even if the flash is instantaneous, the effect on the eye's retina being prolonged far beyond the duration of the flash; it is rude, and it is unnecessary because action in circumstances where any danger exists should be dictated by caution and not regarded as justifiable by signalling to all and syndry. The sooner these practices are recognized for the silly affectation they are, the better.

### DE PROFUNDIS

YOU, TOO, CAN SHARE THE MISERIES OF CAR OWNERSHIP

MICHAEL BROWN



YESTERDAY, as ever was, a contemporary miniature horror in the form of a juvenile citizen went exploring over the bonnet and wings of my car. He slalomed down the wings; he made his mark on the summit of the bonnet. His glissade down from the dizzy watershed is recorded in 234 in scratches. Today my secretary is exploring the Charing Cross Road for a copy of a book entitled
Six Easy Methods of Dealing with the Younger Generation,
by A. R. Senic, and I am dolefully whistling Ravel's
"Pavane for a Dead Infanta." (But of course, Mr. Mickle-Everyone knows that Infanta means Princess.)

It would be interesting to calculate the number of times the car owner is brought to the point of heart failure during the course of his ownership. The number will vary as the cube of the miles travelled. Thus

xam3

where x=number of near heart failures and m=miles travelled. Therefore

x=km3 k being a konstant-the konstant state of jitters in which a

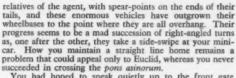
kar owner kontinues throughout his karmanship.

It starts as soon as you take over from the agent. Just before he dismounts he is an honest tradesman, smiling and willing, handing over the means to a life of speed and All around, other owners are passing in the most normal models of the British motor industry. They are ordinary, decent-looking men and women, going about their business, keeping their shoulders to the wheel, ensuring full employment for all and making positive steps towards a world peace (credit politicians, appearing any night on the

You slide in behind the wheel. The agent slams the door on you and peers through the window.

Jekyll and Hyde over again. Pointed ears, elongated incisors and a diabolical laugh. He's watching you press the heater rheostat in the hope of starting the engine. He knows you have pushed the minute hand into reverse, and that your left ankle has turned to jelly. And even as you shoot backwards he manages to avoid being beheaded by the window frame. The dice, you see, are already loaded.

He has disappeared by the time you realize that your new car isn't a car after all. It is a roller skate made of eggshell china, above which loom mighty Austin Sevens, megalithic Morrises and monstrous Hillmen; they are all driven by



You had hoped to sneak quietly up to the front gate



"Jekyll and Hyde over again."

and calmly and precisely insert the car in the garage; competitors do it in rallies, and, once done, the thing is easy. You were then going to back out again (when I get more used to it I will reverse in . . . I will reverse in . . . I wonder if straightening wings is beyond the amateur?). The trouble is your wife, and for a few traitorous moments you wonder how you could have married such a harpy. She comes careering out of the gate, giving you the fright of your life (I suppose that wretched woman next door heard the brakes squeal), and demands a ride. "Take me for a ride!" Your brain reels off into fantasy. "O.K., sister. Git in and stay quiet. Joe, keep an eye on de dame and watch out for de cops. Right. Let her go, Donelli. Down the East Side."

How does one decide at which moment to jump clear before a car plunges over the dock wall? You never were much good at leaving vehicles in motion. A ride? Why, yes dear; just round the block, say, and then I must really have a look round and see if it is all in one piece.

As a small child you regarded the policeman as a friend. He stood on the pavement by the Belisha beacon and wrapped your hand up in a joint of beef before taking you over the rubicon. Once, when you fell off your fairy cycle, he placed a foot on either side of the front wheel and restored the handlebars to a position from which it was possible to make right-hand turns as well as left. Only recently the police evinced friendliness. There was the night when the rapping was heard and, after looking out of all the bedroom windows and seeing nothing in the moonlight except a cat, two toffee papers and an empty milk bottle, you rang the police station. They came round like a shot, then, and even if it was only the wind lifting the etter-box flap they were jovial about it, though their joviality was mostly the result of your whisky and soda. But friendly, yes



" Joe, keep an eye on de dame."

Until you bought the car.

If your wife had not asked what that was just as you got to the crossing it might not have happened. Why can't they make a clear signal? In any case, traffic lights would be better there. "Don't you know what a police signal many a light most to care."

means? I was telling you to stop."

There is evidence here of a skilled campaign of intimidation. No one could phrase an awkward question like that on the spur of the moment. There must be a primer of them at the "station." Don't you know what a police signal means? Consider the available answers:

(i) Yes.

If you say this you are merely assisting the cop in his employment of Gambit No. 1, Recalcitrant motorists, for use with. He will come back with a red face and another question beginning "Then why can't you . . ." and from that moment you are lost, because your fear of the dock will restrain you from arguing with the law. Even if it doesn't, your wife will say, "Don't make a scene, dear," and the dear in question won't be the cop. After, when you reproach her for interfering, she will say that you are such a one when your blood is up, and you, poor sucker, will be suffi-



"Has defendant not the Highway read



ciently flattered to let it go at that. Obviously, then, "Yes" is not the answer.

(ii) No.

In legal circles they call it being condemned out of your own mouth. "Defendant said that he did not know what a police signal meant." "Has defendant not read the Highway Code?" "Did not defendant claim to have read and understood the Highway Code in applying for a driving licence?" Defendant might just as well get cracking straight away in the direction of Tyburn. No; not no.

(iii) Don't know.

Here you will be accused of trying to be funny. In it, as they say in France, that you do not know what a police signal means, or is it that you do not know whether or not you know what a police signal means? My friends, be warned. There are two types of humour in law, the heavily jocular and the thinly sarcastic. The former is the prerogative of the policeman, the latter the jester element in the You are neither judge nor constable, but motorist.

Say nothing and be accused of losing your tongue. What's



Broken melody for five fingers."



a tongue, anyway, when you have already lost the respect of your wife and probably your clean driving licence?

Since the agent slammed the door on you you are with-

out the law.

So much for mental agony, but there is the physical as well. Up to the time when you bought a car you had finger-nails, a whole skin, and one burn a year when you omitted to notice that you should light the blue touch-paper and stand clear. Votre automobile a changé tout paper and stand clear. Votre automobile a changé tout cela. Out of respect for your pocket you have read an article in a motoring journal entitled "Correct Tool Usage" (For the Amateur Mechanic). Now your hands are a broken melody for five fingers, and your wife never needs to ask where her nail polishing pad is, because you no longer have any nails to polish. But you are learning. One of the things that had always puzzled you in car descriptions was the mention of the hot-spot in the engine. It was, you understood, between the exhaust and inlet manifolds, but as you had no idea what a manifold was you had to wait for your car to find out where the hot-spots were.
Well, now you know. All over, and the hottest is just



by the dipstick handle. It is a good job that tea is off the ration, because nowadays you can run to a permanent cold tea poultice.

As for those inch-long red scratches that make the chaps at the office raise their eyebrows, the answer to those is now clear. Round nuts, rubber cylinder heads and chain mail gloves. Any day now the Patent Office will receive a caller.

In the meantime, does anyone want to buy a car? Owner taking up walking.

#### FIFTEEN COUNTRIES IN 90 HOURS

The Story of the Humber Super Snipe Run, told by

BOUT a month before the actual run, Sir William Rootes asked Norman Garrad\* and me how we proposed to "prove" the Super Snipe; so we hadn't got very much time!

It was decided that the run should embody all types of weather, preferably in Europe. Among the many suggestions was a run from Paris to Moscow, or back; fortunately, it was shelved. One thing decided was that we would not use any aircraft. This ruled out a London start because one loses so much time getting to Norway, which is about the only "possible" for really bad conditions and fifteen coun-Oslo it was, the aim being fifteen countries in five Norman Garrad started on his usual organization, laying on what is now known as the Rootes Group Umbrella, to cover us from Norway to Lisbon. It appeared that the

weather was very, very bad right down to Italy.
Garrad and I decided upon a team consisting of Leslie
Johnson, John Cutts, of the Rootes Group, master navigator, timekeeper and a generally good man with a car, and David Humphrey, one of the Rootes men who was originally an instructor in the Rootes school, and has a wide knowledge of all the products. This was the first run that the car had ever done, apart from preliminary tests, and I believe no cars had been delivered to the public. It was a standard Super Snipe with 4-litre engine-the entirely new version which made its début at the London Show. The only special equipment was a recording machine, powered by the car battery, which was used throughout the run to record



Tired but happy on arrival at Villar Formoso, on the Spanish-Portuguese border; (left to right) David Humphrey, Leslie Johnson, Stirling Moss and John Cutts.

Bad weather, but we managed to keep our food down. We pressed on to Odense, Kolding and Flensburg, by which time we had been through Norway, Sweden and Denmark. In Germany the weather was still very bad, lots of black ice and the going extremely difficult. We ran into heavy snowstorms, particularly towards the Tuesday even-ing. On the autobahn conditions were very, very bad. There were loads of black ice, and lorries were having great difficulty keeping on the road at all, owing to the camber. At one point, when David Humphrey was driving, lorries completely blocked our side of the dual carriageway, where-

### We just fed it with oil, water and

experiences and the speeches of various people. had a rug and a couple of pillows. Apart from these and windscreen washers the car was absolutely "off the line."

We decided not to use chains unless absolutely necessary for getting the car over passes, and we found out before-hand that the most likely difficulty would arise on the Julier pass, in Switzerland. Chains are not too good on tyres and they do restrict speed on snow and ice. The agents in Oslo they do restrict speed on snow and ice. The agents in Oslo fixed us up with some super-chains, similar to the English type except that they are fitted quite slack, very easily and with only an outside adjustment; the chain across the tyre has little spikes welded to it, so that the car runs on the spikes rather than on the chain.

We spent one day in Oslo getting final preparations done; the car was filled and greased, the oil was changed, and we were ready to leave at 3 o'clock (2 a.m. English time) on Tuesday morning, December 2. The temperature was 18 degrees below freezing point. One of the officials of the Norwegian automobile club sent us off into the cold night, with somebody just to guide us out of the town.

We got to the Swedish frontier in about two hours, having traversed very icy roads with snow banked steeply at the sides; but we did not have to use chains. The roads were quite clear, although they were hard, beaten snow, deeply rutted. Through Sweden we had much the same sort of weather—plenty of snow and ice, and the temperature still well below freezing point.

Down to Helsingborg, where we caught the ferry across to Helsingor, taking about twenty minutes. Then on through Copenhagen, and then another ferry, a considerably longer crossing this time, from Korsor-1 hr 15 min-to Nyborg

upon David nipped smartly across the centre strip on to the wrong side, pressed on regardless for about a mile, and so got past the blocks.

We arrived at Aachen late that evening, to find the German Rootes agents ready to help us through customs. The German automobile club had sent a representative down to German automobile club had sent a representative down to help with the language, and we got through very quickly. Thence to Maastricht, just inside Holland, and out again into Belgium. All this time the weather was extremely severe; very cold, much snow and ice, difficult conditions for driving. There had been many snowstorms.

It was Wednesday. We left Belgium and arrived in Luxembourg, where we were greeted by Monsieur Pétin, of the R.A.C. of Luxembourg. We had a bite of lunch.

Littli this time were supering behind checkely be transported.

Until this time we were running behind schedule, but were within the five-day limit. The weather had been so bad that our average had dropped down to not very much over 30 m.p.h. We telephoned from Luxembourg to Rome to try to get the Italian authorities to keep the pass open at Chiavenna; although the Swiss customs on the other side of the Julier pass stays open, the Italians close down at night. In fact, we got to Chiavenna just after they had pened, at 6.10 on Thursday morning.

Through industrial France—Metz, Nancy and down to Basle, right on the edge of Germany, Switzerland and

France. The weather was much the same, perhaps a fraction warmer, but there were still snow and ice about, and it was well below freezing. In Zurich we had a fantastic reception. We were met by Rudi Fischer, the Swiss champion racing driver, and Willy Daetwyler, who drives a very fast Alfa Romeo, as well as by the Rootes organization. We ot into the garage and were met by a bank of floodlights

ions Manager of the Rootes Group.

on one side and a bank of Press photographers on the other. The car was refuelled and washed, while the team were rushed out and given a hot meal and food to take on the rest of the journey. We were given garlands of flowers by girls in the national costume, and it was with great regret that about half an hour later we left a happy throng about midnight (Wednesday), to face the coming Julier Pass, on which we expected trouble, for the snowplough would have been through only very much earlier that day.

After Sargans we crossed into Austria, passed through little Feldkirch and into the tiny principality of Liechtenstein. On arrival we went to get our carnet stamped, because we wanted a record of all the countries. The customs post was also the local police station, which was also the bank. When John Cutts went to try to get the stamp at two or three in the morning, two little men looked very apprehensively through the barred windows and wouldn't let him in. But in the end, with much sign language from outside, they let us in and stamped the carnet; we carried on.

Back into Switzerland to Chur. It was here that we decided that we must definitely fit the chains. So we visited a Rootes garage virtually at the bottom of the Julier pass.

There had been much argument as to who was going to

There had been much argument as to who was going to drive over the Julier; everyone wanted to. In the end it came to the spin of a coin, and I was lucky.

### Over the Julier

The pass is about 7,300ft above sea level, and is kept open, if possible, by snowplough. But the plough had not been through for many hours. Owing to the fairly high wind on the mountainside the road was buried in places with deep drifts of snow. Many times we had to engage bottom gear to force our way through snow up to 18in deep. We found the chains a necessity. Anyway, we managed to keep going steadily, crossed the summit and tried to make up a bit of time going down the other side and then over the Maloja pass to Chiavenna, at the Italian border.

We went through the frontier without trouble, in spite of the early hour, and were now on our way to Bergamo.

From here the weather was a complete contrast; the sky

was fairly clear and we lost all the snow, although it was still fairly brisk, especially in the early morning. The roads were ice-free and we looked forward to being able to make up the time we had lost on our higher, four-day schedule. We were still in time for the five-day schedule, but we wanted to get to bed!

At Bergamo we joined the autostrada and made up a little time; not very much because we had been going for two days, and to make up even one mile an hour takes a considerable time after such a long period. From Brescia we went on the very fast but cycle-infested road through Verona, Vicenza, and along to Trieste. When we reached Trieste, we were again met by Rootes agents, and they helped us through the many customs formalities. We entered the International Zone. A motor cycle escort accompanied us through part of the territory, and then we entered on a very fast, very wide, and beautifully metalled road, which went high in the landscape so that we caught the wind that comes up the Adriatic. This was really quite troublesome, as we were pushing the car now, at well over 90 m.p.h. But we arrived safely at the Yugoslav border. It was here that I had my first glimpse of the red—or perhaps pink—territory, and we went along to the customs frontier; I wanted to take a picture of the customs officer standing beside the car, but he wouldn't play.

We just rolled the car into Yugoslavia, decided we had seen quite enough, and backed out again smartly. We then had a quick lunch in Trieste—this was still Thursday—because they had laid on so much that we felt we just couldn't leave it, although we were very late. Then away, retracing our steps through Vicenza and Bergamo, then into Milan, to the most fantastic service station that I have seen, with every type of washmobile machine, rubber-floored workships, and everything that goes to make a really efficient depot.

It was now evening, and already dark, and they had prepared for us a large supper, which, unfortunately, we just could not stop to eat, for we were now five and a half hours late on our "high" schedule. We were, of course, well within the five-day schedule. Just as we were leaving a great parcel was thrust into the car. When we felt it, it was quite

## petrol, and pressed on . . ."





The route was snow- and ice-bound all the way from Norway to Italy. Here the Super Snipe is seen in wintry conditions during the early part of the run, over which it averaged about 30 m.o.h.

FIFTEEN
COUNTRIES
IN NINETY
HOURS....
continued



A rapid stop for refuelling, and the Super Snipe is away again through Sweden. Stirling Moss scratches his head as he talks with the garage attendant.

hot. We wondered what they had put into it; and what should it be but a wonderful hot roast chicken. This was soon torn into bits, devoured and the bones thrown out. At the same time they had given us packed meals, as we had decided that from now on it would be impossible to leave the car if we were to get to Villar Formoso, just over the Portuguese border, in the time we had set ourselves on our "high" average.

From Milan to the Portuguese border is about 1,200 miles, and we left ourselves just under 24 hours in which to cover them. This was to include the very difficult Milan-Genoa-Nice road, and then through the south of France into Spain.

Well, Leslie Johnson set off at a cracking pace, and we got to the start of the autostrada for Genoa in just under an hour, having averaged well over 60 m.p.h. We pressed on through that great city, and along the Côte d'Azur—or the Italian Riviera, I should say—and across into France at Ventimiglia. The customs were very co-operative and let us through rapidly. We came into Monaco late at night. There was nobody around at all, but we had once again to get our stamp. We managed to find the police station, and mediate a few enthusiastic motor racing people connected with the police force there, who stamped our carnet after finding keys to get the stamp from the safe. And we lost only ten minutes.

### Diversion Avoided

Just before Aix-en-Provence, we came to a diversion where the road was up. We had had previous information, but it would take us over about 60 kilometres as a diversion. So far were we behind time that we decided unanimously to force our way through the obstruction and see what lay ahead. We went through—and it was just as well that we did. After about three or four miles, we came to a little village where the road was completely up. The Super Snipe managed to get past this, with much jolting, and then there came a crossing. The road ahead was completely blocked with cement mixers and heaps of stones; so we took the left turn, did about 500 yards, and were back on the road again without losing more than five minutes.

We pressed on through Arles and Montpellier, virtually

We pressed on through Arles and Montpellier, virtually following the coastline, and then came to Narbonne, where we struck out into the northern slope of the Pyrenees. We ran right along the side of these mountains, not on a mountainous road, but on our left were the beautiful slopes covered in snow and on our right the lower lands of France.

Through Tarbes and Pau to Bayonne we were hurrying; at Bayonne we met the Atlantic and turned down through Biarritz and across the border into Spain. At the Spanish customs, where there are always a lot of formalities, we unfortunately lost a good fifteen minutes.

After San Sebastian we had to cover a bit of hilly and twisty road through Vitoria. But gradually the road got better. We were on the N I of Spain, from Biarritz to Madrid. We followed this for quite a long way—a very good road, wide and fairly straight. But then suddenly it stops and narrows into a country-type twisty lane winding up over the hills.

The traffic in Spain was sparse, but we did have great difficulty with lorries, because they would get in the middle of the road, and just wouldn't move over. Between Valladolid and Salamanca—a fast stretch—Leslie Johnson was driving, and we were clocking between 90 and 95 miles an hour. Suddenly two donkeys came out from behind a few rocks by the side of the road, with men with them, and went straight across the road at about one mile an hour. This caused slight consternation in the car, but we just managed to avoid an accident and pressed on again through the wonderful little town of Salamanca.

John Cutts had been working out our average all this time. We had dropped down a bit on the 50 m.p.h. schedule, owing to the twisty bits of country, and we were faced with the necessity of having to average 64 m.p.h. for the last three hours—which Leslie Johnson proceeded to do, bringing us in with precisely one minute to spare.

in with precisely one minute to spare.

It was Friday night. Our total run, 3,280 miles, from Oslo to Villar Formoso (the Spanish-Portuguese border) had taken 3 days 17 hours and 59 minutes.

We had only one tiny piece of trouble with the car throughout the whole run—and that was a puncture, which was just one of those unfortunate things. Apart from that, we never had one single involuntary stop with the car. In fact, I think it is proof enough to say that, the Super Snipe having averaged 36½ m.p.h. for 90 hours, no time could possibly have been spent doing anything to the car. We just fed it with oil, water and petrol, and pressed on very fast. Many times we kept the speedometer over ninety for a quarter of an hour at a stretch, and sometimes even more. I think that the Rootes Group are to be congratulated on many things over this run, but I think it was brave of them to announce it beforehand, especially bearing in mind that this model is absolutely new. They put this car out, and

we thrashed it through all the countries under conditions that were just as arduous as the Alpine and Monte Carlo rallies put together. The car came through with flying colours. The suspension is quite one of the best I have ever experienced. It is very smooth, and had no pitch or roll—which was a great help to us in trying to snatch the few occasional hours or minutes of sleep that we did get.

The team of four was split up as follows: Leslie Johnson semi-paired himself with David Humphrey, and John Cutts and I were also together. But later on, of course, this went by the board, and we found that I was with Leslie, or David was with John Cutts. We just went as we felt we would. We all agreed on one point: if we felt the slightest bit tired we would immediately hand over to another driver, and get in the passenger's seat or in the back and sleep as far as was possible. It is very difficult to sleep on this sort of run, and if ever one has the feeling that one can sleep then it's best to take the opportunity there and then, and not wait for an off-spell. The car has a bench front seat, with an arm rest in the centre, which we normally kept down, so that the

driver had a seat of his own, and the passenger was in a comfortable position; it was thus possible to doze off.

We had a heater, which was extremely efficient, but we found it better to use only the defrosters and as little heat as possible; too much heat is inclined to make one's eyes sore. Therefore, we wore rather more clothing than was perhaps necessary, so that we could manage with the least possible heat. When one has been going for 60 or 70 hours with perhaps only a couple of hours' sleep, bodily resistance is very low, and one feels the cold considerably.



Carefree and happy now that journey's end is reached; the car and its crew at Villar Formoso.

#### MILES IN 10.000 14 DAYS

WHILE the Humber Super Snipe driven by Moss, Iohnson, Cutts and Humphrey was traversing fifteen countries of Europe in 90 hours, Mr. George Hinchliffe, 41-year-old Bradford garage owner, was speeding from London to The Cape in a similar car. With him were Mr. R. Walshaw and Mr. C. A. Longman. They covered the 10,000 miles in 13 days 9 hours 6 minutes, thereby reducing by 8 days 10 hours 39 minutes the time taken by the Hillman Minx captained by Mr. Hinchliffe in January of this year. The Super Snipe left Hyde Park Corner at 10.15 a.m. on Wednesday, November 26, and arrived at Cape Town at 7.21 p.m. on December 9.

The Super Snipe was a normal production model, one of the first of the new version introduced at the recent London Show, and apart from a luggage rack, two extra head lamps and an extra 30-gallon petrol tank no alterations had been made to it.

### Spur of the Moment

Mr. Hinchliffe has the spirit of the true adventurer. "I was getting restless again," he said, "and one day at the Motor Show in October I decided there and then to have another go." In keeping with this spirit, he was reported to have left Cape Town for the return journey to London in the early hours of December 11.

Grimmest moment of the trip south was when the additional petrol tank was punctured by loose equipment within the car, four hundred miles from anywhere in the Sahara Desert. The only remedy was to transfer the petrol to another container, and the only other container was the drinking tank. This was drained and the petrol was transferred.



The trans-African travellers at Cape Town on arrival from London. Left to right, Waishaw, Hinchliffe and Longman, Not long after this radio photograph was taken they were on their way back.

# Disconnected Jottings

BY THE SCRIBE Drawings by Barry Appleby

### So There!

ON'T blame this one on me, but on the gentleman who is respon-sible for the heading From Handicraft to Machine Art in a recent publication.

Machine Art in a recent publication. As soon as you find such suspicious features in any machine form, as in the constant restyling of the less essential parts of a motor car, you know that the canons of conspicuous waste, dear to the business man and the newly rich, have gotten the better ell the canons of economy and function; and that somebody is picking your pocket ell money you might use for better purposes under the pretext that he is furnishing you with art. The current name for that particular perversion is industrial design. name for that industrial design.

### + + + Fog

HOSE who were out in the fog during the December 6 weekend will agree that it was one of the worst in memory. On the Friday evening I left London at 6.45 p.m., and at half an hour before midnight I had covered 35 miles along the Thames Valley. It is fortunately rare to find oneself under a street lamp and yet not able to see the source of the ghostly halation. The kerb had long since gone and we had only the central white line to guide us.

The opportunity is fitting to pay tribute to the professional drivers, with whom one occasionally quarrels. We

### \*\*\*\*\*\*\*\*\*\*

O those who agree with him, to those who disagree with him, and to all those who, like the winter robin, remain perched on the fence, The Scribe wishes a Happy Christmas (and a bright New Year of similarly stimulating acquaintanceship).

### \*\*\*\*\*\*\*\*\*\*

were led first by a Green Line coach, and after that had turned off a gravel lorry took over; movement was confined to twenty yards at a time and then a reconnaissance on foot. Finally, the lorry strayed to the wrong side of the road and we dismounted to steer him back again with cries and torches. In the meantime a van driver passed by on the inside to take over the lead because the gravel lorry's radiator had The driver helped us all past his derenct (and it was quite an adventure skirting it), and we were forced to leave him to a lonely vigil. The van driver was waiting. "Are you with me?" he called. The shout of "Yes" ran down the invisible line behind me. Then followed the most brilliant bit of driving I have seen for many years. The van driver opened his right-hand door to keep track of the white line and drove on at over 10 m.p.h., deftly braking and swerving when lamps loomed up ahead of him; the road was

strewn with abandoned vehicles. reckoned that if I followed true in his tracks I could only hit him, and I did not dare drop back, for at a car's length the outline of the van body had disappeared and only the rear lights glowed. When the driver finally turned off at Staines Bridge there must have been others besides me who would have liked to have stood him a drink.

### Last Lap

AFTER that a Tate and Lyle
"heavy," which we had caught
up, took the lead and the journey slowed again. Once or twice all dismounted and discussed and the our · whereabouts The helpfulness and ahead. humour were heart-warming. Finally, the fog lifted a bit, I left the convoy along with one or two others, and by this time the road edge was visible and we got along nicely. A late night and an interesting experience; on my own I would have had to abandon ship on the earlier stretches.

### Hallucination

THE effects of driving for a long time in such a fog are disconcert-When we were edging forward in first gear and stopping frequently there was nothing stationary visible by which we could judge whether we were moving or not. The brakes went on when the stop lamp of the vehicle in front glowed, but several times one found that the car was still moving after one thought it had stopped. The brake linings themselves, cold and damp, grabbed like sin as the pedal went down, which was unhelpful with ice underneath. Conversely, one felt sure that one was moving when, in fact, the car was stationary, and the foot jabbed at the brake in a cold sweat before one remembered that the hand brake was A passenger is a comfort on a night like this.

One earlier instance of "heavy" cooperation needs recording. After losing myself out in the centre of the Portsmouth Road in the neighbourhood of the K.L.G. factory, I got back too far over and found myself stationary next to the kerb with a heavy outside me. "What a night!" I called. "All right what a night! "I called. "All right for us," they answered, "we get paid for it." Then, as there were sounds of movement in front: "You going down the by-pass?" "No," I replied. "I'm in the wrong lane; I'm turning right." "All right," was the response. "Come in ahead of us when we move off." It was a pleasure to be benighted with drivers like that.

### Ice Detection

CE is not particularly intimidating in normal country, but the danger lies in not knowing whether there is ice or not. To stop and try the surface with the foot has point, except that the precise spot at which one stops may not be affected; to proceed as for ice may mean an unnecessarily tedious journey. When ice is suspected, I journey. usually take its presence as read if the car does anything that strikes me as peculiar; an instance will show what I

the temperature hovering around 32 degrees the other morning the main road was suspect. For some miles, however, there seemed no ice about, and then, as I went over a wellknown hump on a bend, the front of the car gently and precisely moved over a foot, after which it proceeded normally. At the speed I was using



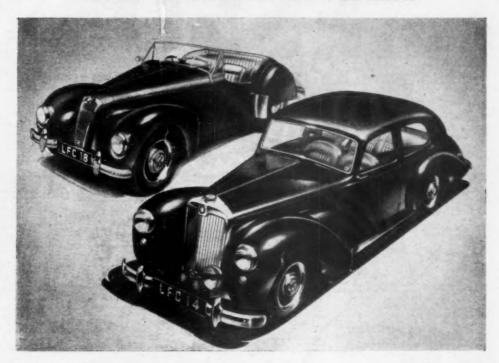
Try the surface.

this could not possibly have been a normal front-wheel skid on a dry surface, and was therefore most likely to be ice betraying its presence. symptoms are useful, but it goes without saying, of course, that one has already suited the speed to the circumstances, which are that there might be ice about.

### + + + Crux

HE crux of ice driving is delicacy. Delicacy of throttle use, delicacy of braking, delicacy of turning the steering wheel, and so forth. An in-evitable accompaniment is the speed adjustment that permits the delicacy, which does not mean a prolonged crawl. Monte Carlo rally drivers are used to high speed on ice, and in a straight line on a not heavily cambered road it is safe enough, provided that you remember how long it will take to pull up. If you recall, Stirling Moss remarked after this year's Monte Carlo rally that driving the Sunbeam-Talbot on ice at 50-60 m.p.h. was just about like handling a Grand Prix racing car at double the speed, so ice gives the ordinary motorist a chance of ex-periencing the sensations of a Grand Prix driver. But he should be very highly capable before he takes advantage of the opportunity!

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### LONDON'S MAGNIFICENT NEW HALL THE SETTING FOR B.R.D.C. JUBILEE DINNER

H.R.H. the Duke of Edinburgh is greeted on arrival at the Festival Hall by Desmond Scannell and George Abecassis.





Dr. and Mrs. J. D. Benjafield welcoming some of the guests.

RIDAY, December 12, 1952—that is a date that will long be remembered in the annals of the British Racing Drivers' Club. On that day, the Club officially celebrated its Silver Jubilee, and in the evening held a banquet and ball at the Royal Festival Hall; this was the most ambitious and lavish motor racing function ever seen in this country, a scintillating occasion before a distinguished company.

As the long stream of cars and taxis swept up the approach road and round the corner to the Festival Hall, the lights blazed out to welcome them in the crisp chilliness of the December evening. Inside, the tables had been laid on the H-shaped raised balcony surrounding the dance floor: members and guests, over seven hundred people, were to attend the dinner. Soon the cocktail bars and overhanging balcomy were crowded with the famous names in motor racing, past and present; a laughing, chattering company in suitably festive mood. But all too soon came the stentorian tones of the toastmaster, summoning everyone to take their appointed seats, for dinner was served. Already, the orchestra of the Coldstream Guards, conducted by their Director of Music (Major Douglas A. Pope, A.R.C.M., p.a.m.), was busy dispensing soft music as a background. Then came a pause; a fanfare of trumpets from the Guards trumpeters, and everyone's eyes turned to the stairs at one side of the hall.

# FESTIVAL of RACING

This was a proud moment for the Club. Down the stairs and along to take his place in the chair, came the President-in-Chief of the B.R.D.C., H.R.H. the Duke of Edinburgh, K.G., K.T. He seated himself composedly under the illuminated B.R.D.C. badge, while above either end of the long table idly swung the ingeniously contrived "mobiles," of which the component members were the different international racing flags. Then the spell was broken; the orchestra recommenced its activity, and an orderly horde of waitresses dashed forward to serve the iced melon-with which the banquet commenced. This was followed in due course by turtle soup, sole Waleska, roast pheasant, peaches St. George and coffee, with a suitable accompaniment of wines and liqueurs—and even Coca-Cola, for Stirling Moss and other devotees of that transatlantic delicacy.







The dinner, and the loyal toast, now past, another fanfare heralded the proposal of the toast of "The Club." This was most ably carried out in good English by M. le Comte Hadelin de Liede-kerke-Beaufort, the President of the Automobile Club de France; that he should have come to England to attend this dinner and undertake this task is a compliment to the Club and an indication of the interest aroused by its jubilee all over the world. Unfortunately this, and most of the subsequent speeches, suffered somewhat from inaudibility in most parts of the hall; this was no fault, let it be said, of the organizers, for the loudspeaker system (which was, frankly, inadequate) is part of the installations of the Festival Hall. M. le Comte, to return, spoke briefly of the reputation enjoyed by the Club abroad, and the rapid growth of its responsibilities in

recent years, concluding with a couple of anecdotes about well-known drivers. And then, as the toast was drunk, the curtains behind the dance floor were drawn away—and through the glass side windows came the sight of a firework display, a brilliantly coloured set piece with, as its centre, an enormous B.R.D.C. badge! This was indeed a remarkable effort.

The response to the toast was made by the President-in-Chief in person. In an admirably conceived and delivered speech, His Royal Highness set the right note from the start by remarking that although it was the Club's Silver Jubilee, he was greatly cheered by the fact that it was one of the few organizations with which



The toast of the Club was proposed by M. le Comte Hadelin de Liedekerke-Beaufort, President of the Automobile Club de France.

# FESTIVAL of RACING

he was connected which were younger than he was! In more serious vein, he went on to comment on the immense growth in the popularity of motor racing, and the great names to be found on the roll of the Club's members. He spoke almost rucfully of the fact that the only formula in which this country was supreme was that in which the competing cars were powered by motor cycle engines, and stressed the importance of racing, in that it might not directly sell cars, but it formed an admirable shop window to concentrate attention on the products of this country, not only of the automobile i..dustry, but also in every field.







The toast of "The Guests" was proposed by the Club's President, the Rt. Hon. the Earl Howe, P.C., C.B.E., V.R.D., who has held that office since 1929. He commenced by saying that he had had only one instruction from the Secretary concerning his speech: to buck up and shut up! This he proceeded to do to some purpose, while paying tribute to the distinguished visitors, who included the presidents of, besides the A.C. de France, the Royal Dutch A.C., the chairman of the R.A.C., Prince and Princess Chula Chakrabongse of Thailand, and many more. The response came from Mr. T. Blackburn, director and general manager of London Express Newspapers, who paid a graceful tribute to the President-in-Chief. He then spoke of Silverstone, deprecatingly referring to the part played in its recent development by the Daily Express, giving assurance of continued support and backing this with the announcement of a gift to the Club of £5,000; in his vlew, he said, any expenditure at Silverstone was more than worth while as it had enabia. I him to address two Chief Constables as Percy and Tom!



Each speech was heralded by a fanfare from the trumpeters of the band of the Coldstream Guards.

There followed the presentation to Stirling Moss by the President-in-Chief of his third successive Gold Star. His Royal Highness stressed the fact that to win the Gold Star in three successive years had been done only once before, by Prince Bira; incidentally, of course, Stirling Moss is the first driver of British nationality to perform this feat. In his admirable reply, Moss thanked all those (not forgetting the mechanics) who had enabled him to win this award, which had long been his ambition. He also remarked that he felt extremely lucky to get it, referring to the struggle between Mike Hawthorn and himself before the end of the season, which was terminated by the latter's unfortunate accident in Italy.

Italy.

Now the dancing commenced, to music provided by Edmundo Ros and his rumba band and Van Straten and his orchestra. Shortly after midnight came the cabaret, which included a remarkable trio known as Jo, Jac and Joni as well as Peter Ustinov and Jimmy Edwards; the



Old friends meet once again—S. C. H. Davis and George Duller.

announcements were made, appropriately, by Billy Cotton, himself a member of the Club and formerly a racing driver of renown. Later still, each guest received a large cardboard box containing a vast variety of gifts, each presented by a firm intimately connected with motoring. These included two different kinds of ashtrays, a miniature sparking plug, a bottle-pourer, a bottle-opener and corkscrew, a miniature bottle of hydraulic brake fluid (in reality a liqueury), a brush, the handle of which contained comb, scissors, nail-file and tweezers, a note tablet, a book match holder, and a miniature copy of The Autocar (Special Edition), containing a potted history of the Club. In addition to these and other gifts, each lady received a special B.R.D.C. scarf on which appeared the Club badge and plans of famous racing circuits. Embarras de richesse!

Thereafter the festivities continued until shortly after 3 a.m., after a bacon-and-egg breakfast.

Truly this was a wonderful occasion; and no man could deserve more than Desmond Scannell, the tireless secretary of the Club and principal architect of the evening, the three hearty cheers which he received from everyone present at the close of the party.



A general view of some of the tables at the dinner.



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# TODAY and



Guinea-pig towards trying to settle whether the pre-war good car was as good as one now considers the 1939 six-cylinder Lagonda.

### A MISCELLANY OF MOTORING INSPIRED BY THE PRESENT AND THE PAST

If there were no perfervid enthusiasts for cars, distinct from mere users of them, there would be correspondingly less reason for *The Autocar* to exist. The outlook continues, even strengthens. The body of motorists thus described may not now be greater in proportion to the total number of car users as compared with before the war, but it is probably greater absolutely. Therefore, there is no need to apologize for recording something of what recently turned out to be a glorious week of cars and motoring, reminiscent of days of before the war when this journal's car tester of those days sometimes had a benefit week and sat in cars from Monday morn to Sunday night, and never the same car twice-or so it seemed.

It began with a venture into vintage days. Hardly that, the true "vintagent" might object, when told that the car in question went no farther back than a 1939 model 41-litre six-cylinder Lagonda of the type representing the W. O. Bentley influence when he was with the former Lagonda firm, then at Staines. But there was purpose in sampling it while it was with this journal for "Used Cars on the Pand" purposes. nt while it was with this journal for "Used Cars on the Road" purposes. It was to be a guines-pig towards trying to settle the question whether the good pre-war car was as good as one now considers it in relation to some of the better current machines. Is to think that way a sign of the "long white beard" sprouting; part of that glamorizing of the past that is inevitable and on the whole probably a good thing?

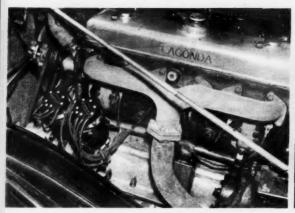
This particular Lagonda has had its attention in the used car test report already published. Its speedometer showed

some 65,000 miles. For the desired flash-back it was a good example. This erstwhile tester of cars went out of his way to include Lagondas in his repertoire in pre-war days; it was one of those makes deliberately sampled as often as possible, on a par for interest with others, such as Alvis, Hotchkiss, Lancia and, of course, Bentley.

It was with a certain atmosphere of savouring good things of the past that he climbed into that driving seat, noting on the way, and still more when he first got out, the wide and almost obtrusive running board. It was dark. It always used to be when he essayed the most interesting and excit ing machinery. There was a mass of minor controls. But he had been reminded in advance of a complex ignition switch with three positions, resulting from twin ignition—first posi-tion for one bank of plugs, the next for the opposite bank, and a final position for both together, thus allowing the behaviour of both sets of plugs to be tested. Also he had been primed on the fact that the hand-brake lever was apt to fly off and smartly to trap the driver's fingers against the floor. A real gear lever, solid and uncompromising; much bonnet. Of course, it poured with rain. Again, it always used to, especially for this type of car when on test.

No real conclusions could be drawn until a run in day-

light the next day. Instantly the most striking of these was the lack of effort on a top gear of 3.58 to 1, giving much or all of the effect of an overdrive. This motor car felt ex-ceedingly solid, and so it could, weighing the best part of two tons in running trim. With cars of any age, when one is accustomed to the newest and most petted, one is sus-



Twin ignition by Scintilla vertical magnetos, with a set of plugs on each side of the six-cylinder engine which was basically a Meadows unit.



A mass of minor controls . . . an ignition switch with three positions (at the top of the left-hand grouping) . . . a big wheel where this driver happens to like to have it.

### TODAY and YESTERDAY

continued,

picious of brakes in particular. But here was all the stopping power that could be wanted within the speed range used. Admittedly, the full performance was not used.

Flash-back of memory to times when just such a car was run fast to the West, and even faster back at night over a route of which a sketch map could be drawn showing the bends and the side turnings. To assist the process, the Lagonda was headed towards a friend in rural Buckinghamshire, on the top of the Chilterns, who used to help in the assessing in those days to which, in personal recollections, this machine belonged. Together we tried it afresh, analysed and dissected. His own reckoning has perhaps been upset of late by a great deal of motoring in one of the more popular types of car, which he drives as fast as its suspension and brakes allow, as if it were the "two-three" Bugatti that I can recall his hurling along some sixteen years ago and describing, from the point of view of a then Norton rider, as the nearest thing he had experienced to a race-bred motor cycle on the swerves. But not altogether has his judgment been warped by a more proletarian mode of transport in later years.

### Forgetting the Gear

That lack of effort was the principal impression of the Lagonda. A slightly flagging 50 up a long slope was readily changed on third—so close a ratio at 4.48 to 1—to an easy 55 without the engine speed accming to alter. Around town streets second was the gear, and you were apt to forget you were on it, for still the revs did not mount excitingly. The steering had lost some of the precision remembered in its youth, but it wasn't floppy. One sat high in that masterful way which does not seem to be easily reproduced now, with a big wheel where this driver happens to like to have it. There was no question of rubbing elbows with the passenger. One liked the "two of everything" equipment—fuel pumps, plugs, as already mentioned, even horns with soft and loud notes. And those practical features which have not always been preserved even where cost is not studied to the third place of decimals of a penny. For instance, reserve fuel, a battery master switch—incidentally, apparently temporarily non-effective; a separate switch for most things electrical, and yet a suggestion of "busyness" among the minor controls avoided, though they could be criticized for being placed over to the left, involving quite a reach across, when it seemed that they could have easily been on the right; and, again, a rear window blind.

Here I interpose the remark that the acceptance of the virtually universal omission of that feature from the postwar car puzzles me. No younger driver I know seems to deplore its demise except on a few cars today, and not all of those of my own phase of the game seem to mind. It is a personal peculiarity, apparently, or a trick of eyesight at night, to mind being illuminated by those one overtakes—or is about to be overtaken by! It is no answer to suggest tilting the mirror temporarily. There are better things to give one's attention to in controlling a car at night.

#### Better or Worse?

It is no place here further to dissect the Lagonda in detail. Probably, coming whence it did, it represented a fair specimen of its type, at its mileage. It showed no evidence of having been knocked about externally. The interior had mellowed, to use a kindly term. It would be impossible from such an experience to argue to the general that a pre-war first-grade car costing then in the region of £1,200 was better or worse than a parallel car of today. It could be debated whether in fact there is quite a parallel today; that is, a car of comparable overall dimensions and performance capacity, at a price decisively below that of the "best" of its day. In one sense the 1939 Lagonda was entirely modern in that the design staff infused by W. O. Bentley into the then Lagonda establishment of the later years at Staines gave it torsion bar independent front suspension, which at that time put it ahead in a design sense of at least one of its contemporaries it would not be difficult to name.

But they had to deal with the limitations of a by no means new design of long-stroke engine (120.6 mm) that could not safely be allowed to indulge in revs above 4,000. So they geared it high, the very feature which one now commends as its most striking being, indeed, of the virtue out of necessity category and a compromise, as is so much of car design. When he came to the V-twelve-cylinder, which was his own show, and not the re-dressing of an existing model, "W.O." went near square, with its 75 x 84.5 mm bore and stroke—almost as modern as the moderns. But still he geared high. Battleship this Lagonda felt, but a very civilized battleship, and not lumbering or specially heavy on the steering.

The experience proved nothing in an important way; nor was it expected that it would. We all know that there were good things before the war, and the most died-in-thewool "vintagent" would never admit there has been anything good since, of course; but he is more vocal than numerous, bless him.

Next switch-over in that crowded week with which, you remember, this started was to the latest variety of Morris Minor four-door saloon with the overhead-valve engine as used at Cowley, with an S.U. carburettor. It endeared itself instantly, and is the perfect complement, looking at motoring rather lavishly for a moment, to a sports car in the stable. But that is not to dismiss it lightly. It could hardly be more pleasing for general purposes and would represent the light of heaven to thousands of people if they could obtain it in this country. Its advantage over the side-valve Series M is really marked—more so than figures on paper can convey. The lower gearing is a thing the pure specialist in motoring, prepared to use a gear box, may regret. He would sooner have the old top gear and a higher third; but for majority purposes there can be little doubt that the ratios are just about right.

### Torsion Bars Again

The latest Minor takes itself along at a near 60 with surprisingly little fuss, and its rack and pinion steering is as near perfect as no matter, in conjunction with the layout of the torsion bar i.f.s. Torsion bars, again, thinking of the Lagonda. No reference to the Minor as being a perfect complement to a high-performance machine in the same family is to be construed as suggesting that it was not taken seriously as a full-scale car. Its averaging capabilities are extremely useful, helped on a busy road by its dimensions, as always in a small car, a factor which can often outweigh slower acceleration compared with something faster overall. It was parted from with regret, and that is not a remark put in to please the people at Cowley.

From there the motoring miscellany switched to a

From there the motoring miscellany switched to a Standard Vanguard station wagon or estate car, familiar as regards engine and chassis. An initial night journey in rain was not helped by the facts, in one instance reported by the driver handing over and in the other not, of the dip switch not dipping unless you held your foot hard on it, and of the wipers having to be encouraged in their flagging efforts from time to time by on-offing the switch, a peculiarity of procedure that had to be applied with increasing frequency as the journey developed. Purely individual faults, of course, irritating but not difficult to cure, but reviving in the mind an over-lunch question that very day, debated with some keenness, whether we are really progressing in the reliability of ancillaries. You can drive twenty different makes over a period of months, and not have any of these annoying lapses; and the next half-dozen cars may each suffer from some trouble with an auxiliary, easy to diagnose—it usually stares you in the face—but time or money taking. Nor is the criticism necessarily to be levelled at

the Vanguard in particular, for similar difficulties could have arisen on any comparable car.

This Vanguard gave fresh experience of the station wagon as a type, and more ammunition to the view that this is really for many people the most all-round useful form of car in production. In no way does it fall short of the equipment, accommodation or road feel levels of the saloon model, yet it has great carrying capacity with the rear seat folded down, and exceptional luggage space even with that seat in use, and space that is reached more easily than in an ordinary saloon, through the pair of rear doors. There was a time when this style of body rattled—I remember a most useful specimen before the war that was abominable in this respect, and another more recently in which the front passenger got wetter in a twelve-mile run than was believed to be possible in a closed conveyance; but the good sample today has everything the saloon has got and no disadvantages that have become apparent to this observer, now that it has the same speed law treatment as a normal saloon. The Vanguard happened to be present at a moment when it was pressed into service for a shifting task that would have been beyond the space capacity of any ordinary saloon, unless one had been prepared to sacrifice the roof paint, and showed in even a very short time its great possibilities.

Next a visit to one of the bigger factories gave the opportunity of seeing that the "back room" housed many of its foreign rivals, as well as cars not directly competitive at present with its products. It would be good for some of those who like to aver that British firms are backward in studying foreign competitors' methods if they could have similar evidence of this alertness and recognition that another country may be doing a good job. Among other things, this visit gave the unexpected chance of sampling the very latest in V-eight Cadillacs, with the current variety of two-stage Hydra-Matic automatic transmission and Saginaw power steering.

### Allergic to the Kerb

In the circumstances of a restricted run the steering held more interest even than the transmission. This erst-while test driver, in a car full of the factory's executives, was virtually betted on climbing into the vast affair that it was impossible to draw it up at the kerb within less than eighteen inches, even on the left side with left-hand steering. Challenge naturally accepted, and money would have been lost if it had been taken as far. Run as you might at the kerb even on the easy side, until you expected at any moment to be ricochetting off it, pull up and open the door hopefully, and you found that they were right, even with their greater experience of the monster, and that there was any to be a chasm 'twixt kerb and wheels of at least two feet.

But before this exercise was put into effect the assembled car load, having had at lunch the benefit of your erstwhile



Very latest in Veight Cadillacs, with power steering.

tester's views on the present-day preference for signal lights on the facia over dials formerly serving the same end, had the satisfaction of seeing him drive off, having obtained the correct position on the Hydra-Matic selector pointer on the steering column and failed to collect the door posts on leaving the experimental shop in reverse—with the hand brake on, as shown to the glee of all by a brilliant red signal light in front of the driver. So little did the 190 b.h.p. engine with five hefty bodies aboard make of a trifle such as that. Obviously, an emphasis on the previously such as that. Obviously, an emphasis on the previously made point that proper instruments are studied and signal

lights not so effective!

At the first roundabout some opinion could be formed of the power steering. In another American make the number of turns required from lock to lock has been reduced when this aid to control has been provided, but this does not apply to the Cadillac. Too fast, really, for the type of suspension, the Cadillac wound through rather snappily, backed up on the other side of the wiggle by plenty of self-return action. Broadly, in a brief experience, it was difficult to tell that the steering was not wholly manual, but no intricate kerbside parking was involved. It is for such occasions that the installation is largely intended, of course, and for the woman driver, or so it is said; but men owners are likely to be impressed as well said; but men owners are usery to be impressed as wen
when a car reaches these overall dimensions. Hydraulic
power for the steering aid comes from a pump mounted high under the bonnet and belt driven from the same pulley as the dynamo. Other impressions of this up-to-the-minute U.S creation were of the efficacy of the fresh-air heating system in the rear as well as the front seats, derived from multiple heater units, and of the power and tone of the which, however, is an accompaniment to motoring that this driver can always do without, and is not therefore competent to judge.

### Back to the Faithful

Still in the same week that happened to be fruitful in the motoring sense above the ordinary of these days came half a day in the personal Mark V Jaguar. Half a day because the faithful car was to be left with its makers, in temporary exchange for the actual left-hand drive, export only, XK 120 coupé, with special equipment, 8 to 1 compression ratio, twin exhaust system and wire wheels, that this journal—but not this writer!—timed at 121 m.p.h., with 0 to 100 m.p.h. in 28.2 sec, on the Jabbeke road in September for The Autocar Road Test that has appeared in the meantime. The Mark V, heading for home, disgraced itself and its driver by indulging, under provocation, in a more extensive slide on a sudden piece of hard ice where the brakes were needed, and where previously had been more or less innocuous slush, than it has ever before

displayed. Without excuse being offered, brand new tyre treads are thought to have had some share in the matter. A more notable volte face, incidentally, than its driver happens to have had since he faced about some twenty years ago in a front-drive Tracta, a f.w.d. experience before there was a Citroen traction awant, and a gymnastic achieved for no very apparent reason, with singular neatness and despatch in a road barely wider than the Tracta's wheelbase. In passing, the Mark V—now obsolete, of course, in favour of the overhead camshaft-engined Mark VII Jaguar—has been singularly free from the annoyances of auxiliaries giving petty but fundamental trouble on the lines mentioned earlier. It never ceases to be a source of wonder, as one operates one of these cars on a daily basis, how so much can be given in equipment and per-formance for so relatively little; and the thought applies even more strongly to the Mark VII.

### Traditional Weather

Of the Lagonda earlier it was remarked that it always rained of old when taking over such a car for trial. For the Jaguar XK it froze and fogged as Coventry was left for the South. And at the moment of writing some days later it had done little else, though hope still lived that winter would relent. Enough has been seen, however, to supplement experience of the XK two-seater some two years ago, and to underline the view that it is a car of the century. Its public performances show that beyond dispute, but how it behaves as an everyday car is a question to which one likes to find the answer. And the younger generation, aged eight to eighteen, male and female, has been practically queueing for rides round the block, to its edification, one trusts, and the envy of contemporaries. For it is a model everyone knows and talks about.

Not all of us wish to essay 120-where is the road? My colleagues are now telling me that it is not to be found even on the Continent without a decided element of "dicing coming into it; and I fully sympathize. Let me hasten to add that there is no suggestion of "cold feet" in this; only

common sense, which I heartily endorse.

The XK, even in this hotter form in which it costs more money than the basic £1,140, is perfectly good as a town car, in dense traffic, happy at 20 m.p.h. on top gear. It is not only the thought that it can out-perform nearly everything else encountered in any country that adds kick to driving it. The acceleration conferred by 118 b.h.p. per ton of running weight and the precise handling make one keen to take the thing out on the road for the sheer enjoy-ment of driving it, even on the daily run into London a desire not, perhaps, so commonly fostered after years of "playing" with different cars.

Not so very different the price, incidentally-in the "all



Half a day in the Mark V Jaguar— but not this partic-ular half-day, in a



The Morris Minor Series II, with o.h.v. engine, the perfect complement to a sports car in the stable.

on" state as tried-from that Lagonda's in 1939; but far better value per m.p.h. and split second of acceleration when one remembers the difference in buying power of the pound. Though the point made earlier that there is perhaps no strictly comparable car to the pre-war Lagonda in overall dimensions is supported by the fact of the XK being only a two-seater, with limited luggage space. And a close comparison exists between their gear ratios, too—though the Jaguar is, of course, 3½ litres against the other's 4½—with the Jag's ratios at 3.77, 5.16, 7.48, and 12.73 to 1; other final drive ratios are available.

It is as easy to drive as anything else; and why shouldn't it be? All that a driver has to remember is the vast performance he has on tap. Anyone not previously accustomed to quick machinery could easily find himself travelling at 20 m.p.h. above his estimate; and I don't mean that a more experienced driver cannot to some extent be caught in the same way. But the greatest risk can lie in the man approx ing not realizing how fast he is being met by an XK. With the higher compression ratio it wants 80 octane, but will digest Pool without too much protest. Temperature ran lower—in a very cold spell—at around 60 degrees C, than one would regard as being best, and it was interesting to one would regard as being best, and it was interesting to note a lower oil pressure used for this engine than for the familiar Mark V push-rod engine. Taller characters of The Autocar staff seem to find the driving position not entirely to their liking. Myself, as the "average height" driver of the pre-war Road Tests, it fits. But then rather as with radio, though for not parallel reasons, a new school of thought has entered this driving position business, and to cling to the old theories is for the "white beard" to lengthen visibly, I find.

One can sit too close to the wheel, of that I am convinced.

One can sit too close to the wheel, of that I am convinced, and perhaps the conviction has been aided, let us grant, by discussion on the lines indicated. But whether one

wishes to steer in all conditions without shifting a hand from the wheel-by the current racing driver practice of sitting well back with the arms extended, is a matter of personal opinion for ordinary driving, even fast driving. The racing car is tailored to the driver using it—at least the real ones are. The production car at present does not offer sufficient ranges of adjustment of steering wheel and seat, fore and aft position and height, and, still more important, of pedal posi-tion, to let someone of "average height," who happens to be short in the arm and leg, sit far enough back for freedom of arm movement and at the same time feel in proper reach of the pedals. It is an interesting subject, capable of being

argued over almost indefinitely.

That week which may by now seem in the telling to have exceeded its span-a dangerous remark which reminds me of the Minister of the Crown who not long ago spoke for longer than he felt he should have done, ventured a remark to that effect and received a vociferous if rude modicum of assent from the assembled company—was rounded off by anti-climax, if you like; or back to earth, those readers would probably comment who, as is well remembered, have to content themselves still with the ordinary and more modest machinery of locomotion. This came in the shape of an Austin Ten, post-war, but of the model that was unmistakably pre-war in design and appearance, before Austin's got going with that modern range which has transformed the make in terms of performance.

### Back to the Road

The occasion represented another interesting motoring sidelight or commentary—the return to the road of a near relative who had been out of driving for sixteen or seventeen years, though fairly frequently a passenger in the meantime, and who, at 70, received his renewed driving licence without the slightest difficulty, as is the practice. is a good one; he had the forethought to have his driving vetted by a driving school, and they pronounced him com-petent and capable, which I believe him to be; but it makes one think of possible exceptions.

The Austin, previously operated by a decidedly "lay" type of driver, had brakes that worked, though not with great efficiency at their particular adjustment or state of linings; it felt sound enough in general as far as one could tell in a run round the houses. But it was not at maximum in such matters for someone returning to the roads after so long an interval, who had never previously used synchromesh and who could not recall driving with traffic lights in operation. And who has, moreover, to drive chiefly in an area of South London which, in my own experience, is notable for a particularly "cut-throat" brand of everyday business drivers, so accustomed to their cars and their routes that they have no thought but for their own progress, and are almost viciously selfish in their impatience of everyone who does not get out of their way as quickly as their shallow outlook on car use suggests should be. One of the worst kinds of driver on the roads today—decidedly not readers of these words! And so some account of a few days well packed with motoring on a varied menu ends on moralizing.



, the most allof car in production, represented by the Standard Vanguard estate car.





Three systems of traffic signals—the "gong" from which the road takes its name, a sort of gallows on which is hoisted a visual signal and (right) a lookout boy, perched far above the road winding in the valley beneath.



### THE GONG ROAD

DIFFICULT ACCUTES IN KING SOLOMON'S COUNTRY

### by Brian Barefoot

THE valley of Ruzizi, in the mountains of Central Africa which form the Congo-Nile watershed, is one of the most striking in the world, and the mountain road which creeps along one side of the valley, from one to two thousand feet above the river bed, appears to the traveller who has not been that way before as the most alarming and dangerous highway imaginable.

An accident on this road would almost inevitably be a

An accident on this road would almost inevitably be a fatal accident; but the system of traffic operation which has been devised there, comically antiquated and amateurish though it seems to the tourist, really does work, and has made it possible for this road to be used as a main traffic artery—it is, indeed, the only means of communication, apart from the daily air service, between Costermansville, capital of the Belgian Congo province of Kivu, and Usambura, capital of the Belgian "trusteeship" territory of Ruanda-Urundi (once part of German East Africa).

As the geography of this remote region is unfamiliar to

As the geography of this remote region is unfamiliar to the average British reader, a few words are needed on the subject.

The Belgian Congo, Rusinda-Urundi, Uganda and Tanganyika all control adjoining sections of the great mountainous area of Central Africa in which rise the continent's two largest rivers, the Congo and the Nile. (It was in this same region, incidentally, that Rider Haggard placed his King Solomon's Mines, and part of the film of the same name was shot on location hereabouts, too.) Roughly speaking, the dividing line between the two river basins runs down the Albertine Rift. in which lie Lakes Albert, Kivu and Tanganyika. Lake Albert belongs to the White Nile system, but the water from Lake Kivu flows along the Ruzizi valley into Lake Tanganyika, and thence into the Congo. But Lake Kivu is 4,500 feet above sea level, while Lake Tanganyika is only just over 2,000 feet; and both the Ruzizi river and the mountain road must drop two thousand





Looking back along the road from its summit as it crawls sinuously among the Ruzizi mountains.

feet in only ten miles, for while Lake Kivu is closely shut in by mountains, the northern end of Lake Tanganyika is in a flat plain, with the mountain walls some distance back from the water.

Road engineers, hampered by the enormous cost of constructing an adequate communication between Lakes Kiva and Tanganyika, were forced to cut a road along the western mountain wall, following the contours of the Kamaniola escarpment, which involved making 300 bends in the tennile climb, and leaving the road only wide enough for one-way traffic. There is only a rough dirt surface, and there is no fencing of any kind where the edge of the road is also the top of the precipice, so that it is literally true that one is separated from a violent death only by the skill of one's driving. The Belgian guidebook says, only too truly, that the road "satisfies lovers of powerful sensations." It does, indeed!

I have twice travelled along this road, both times with the same car (a 1950 Chevrolet) and the same hired driver; and both times I started in the Lake Tanganyika plain, among the cotton fields, and slowly mounted into the relatively cool highlands of the Kivu. A hundred and ten miles separate Usambura from Costermansville, but not until 20 miles from Costermansville do you reach the barrier marking the beginning of the 11-mile escarpment road. This part of the road, which is exclusively for one-way traffic, is divided into thirteen sections. At each section post there is a barrier, with a small native staff to man it. At the posts, the road is wide enough to allow two cars to pass abreast, rather like a country single-track railway which becomes double-track only at the stations.

### Section to Section

As soon as a vehicle reaches the barrier denoting the entrance to a section, a watchman signals to the next barrier (which may be two miles away by road, but only a quarter of a mile as the crow flies, across the abyss) that the section is occupied. The guardian of the next post then lowers his barrier (a bamboo pole) until the vehicle has reached him.

It is the signalling system which is the unique feature of this road. Both sound and visual signals are in use. The apparatus consists simply of (sound signal) the unharmonious banging of an old oil drum by means of a wooden stick—hence the name "gong road"—and (visual signal) the hoisting of another old can on a kind of gibbet.

Primitive though these signals are, they seem to be adequate for the control of the light traffic on this road (I was only once held up at a barrier during my two journeys) and the traveller feels more anxious about the drop below him than about the chance of another car having slipped past the barrier without the signal having been hoisted. On my first trip, as we turned bend after hairpin bend, and each new stretch of road revealed a new view of the steep drop down to the river bed, I sought to reassure myself by praising-the driver's experience.

"I suppose you have done this trip more times than you can remember?" I asked.



Entering a one-way section of the road.

He did not seem to understand my question, so I put it more directly.

"How many times have you done this journey?"
"This is the second time," he replied nonchalantly.

After that, I found myself banging on to any available handle grimly, every time we rounded a bend. My chauffeur drove extremely well, but I could not help contrasting this hard and dangerous journey, which lasted all the morning, with the speed and comfort of the air journey between Usambura and Costermansville, which lasts twenty minutes and is slightly cheaper than highly a car for the same assected.

and is slightly cheaper than hiring a car for the same stretch. The going road is scheduled for abolition under the ten year plan for the industrialization of the Belgian Congo, which will provide a new road, capable of handling two-way heavy traffic, between Costermansville and Usambura. It is expected that this road will have been built by 1957, at the latest, so that the traditional signalling system at present in use may not be in existence many years more.



A comparatively recent photograph of the Silver Ghost. With a wheelbase of 11ft 4in and resplendent in its silver and light metallic paint finish, the car is magnificent in appearance.

### A GHOST FROM THE PAST

THE MOST FAMOUS ROLLS-ROYCE ENGINE?

NE of the really great events in the history of British motoring was the introduction of the 40-50 h.p. six-cylinder Rolls-Royce Silver Ghost chassis in 1906. In that model Henry Royce\* not only designed and built a chassis which, as a piece of engineering, was far better than any contemporary creation, but also he laid the foundations for the tremendously fine reputation that Rolls-Royce have had ever since. The historical importance of this famous car lies in the fact that Royce introduced new standards of design, workmanship, material and performance which were unapproachable by anyone else, and which were set not merely as a means of competition, but mainly because of an inherent love of craftsmanship for its own sake.

Royce showed pronounced sacity in design at a time when cars were being evolved to widely varying ideas and frequently to crude specifications; and he insisted on the high development of detail throughout the chassis, with

thorough research at every point.

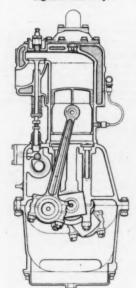
In 1906 makers were still undecided whether or not to' scrap the countershaft and chain drive to the rear wheels; engines had their cylinders strung out as single-cylinder units in line, or occasionally in pairs, resulting in complication and inefficiency in the ducting or piping for mixture distribution, exhaust discharge and water cooling; and the high-tension magneto had only just begun to supersede the low-tension system for ignition. Manufacturers, even those famous in name, were as yet unaware of the need for flexibility in engine mountings, rigidity in crankcases and crankshafts, stiff chassis frames, weight saving or the stepping-up of engine speed to improve performance. With the low piston speeds and compression ratios of those days, multion counter was obtained by large colinder boses and

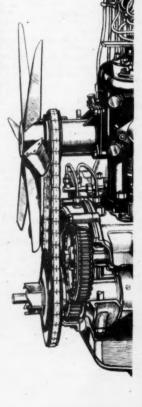
pulling power was obtained by large cylinder bores.

Before 1906 Henry Royce had produced successful cars with two-, three-, four- and six-cylinder engines, each of which displayed special features in design, but in that year he demonstrated through the Silver Ghost power unit that he was at least 20 years ahead in many engine features. He eschewed freakishness in design, and he would adopt

### By MAX MILLAR

This big, silent-running power unit, with a compression ratio of only 3.2 to 1 and a maximum output of 48 b.h.p., produced an astonishing road performance for many years with a direct drive overall ratio of 2.793 to 1 and an overdrive ratio of 2.174 to 1. Technical features are the square bore-stroke ratio, large hearing areas throughout and excelent accessibility. In the view below the small cross-section of the crankshaft for such a large engine is noteworthy.





Benry Royce, O.B.E., M.I.M.E., M.I.A.E., to become a harmost in 1982, science forces with the Ron. C. S. Rolls in 1993, so founding the mane of Rolls-Royce. The company was formed in 1906, with headquarters in Manchester. Six Henry died in 1935, aged 70.

no feature of current engine practice without complete in-vestigation and revision, if necessary, beforehand. The Silver Ghost engine was normal for the period in having side valves and non-detachable cylinder heads, but in detail it was an exceptional unit, built to be the most silent-running engine on the road. It remained in production for nineteen years.

With a bore and stroke of 41 in (114.29 mm) the sixwith a bore and stroke of 43m (114.29 min) the sacylinder Silver Ghost engine had a swept volume of 7,046 litres with an R.A.C. rating of 48.6 h.p. In bore size it followed the prevailing fashion for big capacities; moreover, the bore to stroke ratio was unity, a feature that is becoming prominent in present-day engines. The maxi-

mum b.h.p. of 48 was developed at the relatively low engine speed of 1,200 r.p.m. and, with a compression ratio of only 3.2 to 1, the engine was a superb and sweet slow-running power unit, its speed range being from idling at 180 r.p.m. up to a maximum of 1,800 r.p.m.

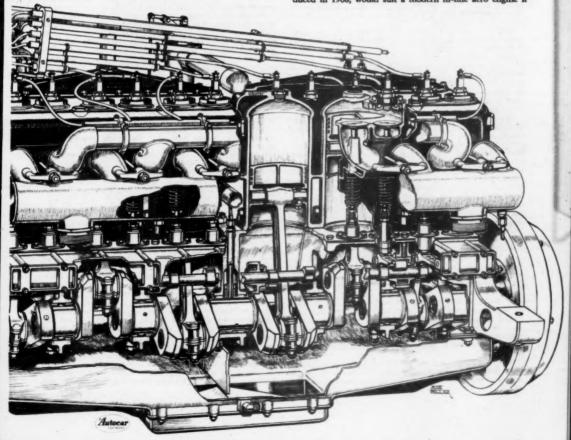
Royce provided his chassis with a gear box that gave the following overall ratios: 1st, 7.67 to 1; 2nd, 4.51 to 1; 3rd (direct drive), 2.708 to 1; 4th (indirect), 2.174 to 1; and reverse, 9.93 to 1. A glance at the third and fourth ratios reverse, 9.93 to 1. A glance at the third and fourth ratios reveals that the engine would be running at only a fast tick-over when comfortably cruising below the maximum road speed of 62 m.p.h.; and, even at the low engine r.p.m. of 1,000, 37 m.p.h. could be obtained on direct drive. Another factor having an important effect on performance was the low weight, 22 cwr for the chassis and 33 cwr for the complete open tourer. The carburation and ignition systems enabled the engine to perform in a remarkable manner, both in the hands of owners and in the frequent

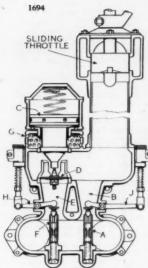
official trials of that period. In a Scottish Reliability Trial, the figure of 17.02 m.p.g. in fuel consumption was obtained -an indication of the efficiency of the engine and trans-

The Silver Ghost had the six cylinders cast in two groups of three, in place of singles or pairs, and each casting was open in the jackets above the combustion chambers and cylinders for inspection and pressure testing—an important matter where cylinder heads and barrels are formed in a single unit. The openings were enclosed by covers with a water header pipe to each branching off to the radiator. The interchangeable side-by-side inlet and exhaust valves of 1.925in diameter were provided with well swept and jacketed ports leading to the induction and exhaust manifolds, and above each valve was a cap in which was located a sparking plug, one for coil ignition and the other for the magneto.

The two cylinder blocks were bolted to a very stiff crankcase, but although the induction and exhaust manifolds were assembled close to the blocks on one side, there was no crowding or interference with adjacent tappets, valves, valve springs, and main cylinder attachment bolts. The carburettor was mounted on the other side of the engine, where there was ample room for its controls and connections, and the water jackets of the two cylinder blocks were coupled together by a single-gallery water pipe fed from the water pump at the aide of the crankcase. The whole of the induction and water piping was made and fitted (in brass and copper) in a most beautiful manner and, in conjunction with the magnificent finish of the engine generally, was a real joy to behold.

Henry Royce employed a firing order of 1, 4, 2, 6, 3, 5, with a very stiff, fully machined, nickel-steel crankshaft running in seven wide bearings. The shaft, with flat-sided webs as in the original form, or with the elliptic webs introduced in 1908, would suit a modern in-line aero engine if





Rolls-Royce carburettor, float cham and control rods for adjustment.

HOST THE FROM PAST . . contd.

made in suitable material, so far ahead was the designer with proportions and crankpin and journal diameters. nickel-steel connecting rods were also ahead of their time in shape and proportion. Cast iron pistons were standard until 1919 when the split-skirt aluminium type was first introduced, and they were provided with deep crosswebs below the crown, four cast iron rings, each with an expander ring, and a hollow gudgeon pin secured by a tapered set-screw. The pistons were hydraulically tested tapered set-screw. The pistons were hydraulically tested to a pressure of 465 lb per sq in and were weighed and balanced to fine limits.

The diameter and length of the crankshaft main bearings, and the feature—then unique—of positive transverse location of bearing caps, combined with a very high degree of surface finish to the shaft, gave a very long bearing life, far in excess of what would be considered to be a very good mileage even now. The pins and journals were each parallel by caps and centre bolts, another feature comparable with The flywheel was fairly modern aircraft engine design. heavy and carried a cone clutch.

Royce was very early in the field with a torsional crankshaft damper, fitting one in 1911, externally in front of the timing gear case on the first few Silver Ghost chassis, and afterwards locating it inside the gear case for protection from wet or dust. The damper, of 14in diameter, comprised a split flywheel in frictional contact, through fibre discs, a spit flywheet in frathering country with a flange mounted on the crankshaft; loading was provided by coil springs mounted on the retaining bolts. hub of this unit provided a housing for a spring-driven crankshaft pinion to cushion the drive to camshaft and timing gears, a feature since introduced into the design of every Rolls-Royce car and aircraft engine. The spring drive distributed and smoothed out fluctuations in the tooth loading of the gears, and a spring-loaded friction damper prevented self-oscillation of the spring drive. Quieter running and greater reliability resulted.

In the lubrication system, the gear-type oil pump was located outside the sump, and, by external piping arranged very neatly on the crankcase near the bases of the cylinder, the oil was distributed through individual feed pipes to the front, centre and rear crankshaft bearings, to the camshaft timing wheels and damper, and to the cylinder walls. In no instance was oil delivered under pressure through a drilled oilway in the crankcase; the feed pipes to the crank-shaft were extended downwards inside the crankcase webs and coupled direct to the upper halves of the bronze shells of the white metal bearings for direct transmission of lubricant.

The front, centre and rear main bearings passed oil through the generously proportioned passages in the crankshaft to the remaining journals and to the big-end bearings, and also



by pipes on the connecting rods to the gudgeon-pin bearings. The camshaft was amply lubricated by splash which supplied oil to the small galleries surrounding each of its seven sup porting bronze bearings, and fine gauze of large area suitably filtered all oil passing to the suction side of the oil pump.

Positive lubrication of the cylinder walls on the piston thrust side was effected by the oil feeds already mentioned, but the valve governing these injections was actuated by the throttle pedal and opened only on the last third of the pedal movement, thus giving extra lubrication to the pistons only when the engine was working fairly hard. Another refinement in the lubrication system was a controlled oil leak from the drilled crankshaft at the flywheel end, governed by a small valve, which released a very small quantity of oil to the clutch spigot bearing and the fabric clutch lining at

each depression of the clutch pedal.

To eliminate side thrust on the tappets and ensure silent running, rollers at the outer ends of the rocking lever were interposed between the cams and tappets, and any slight vertical play was taken by the tappets, which were them-selves spring loaded. The tappet heads had fibre inserts to deaden valve clearance noise, and each pair of tappets (with their bodies) was easily accessible or detachable. No separate valve guides were used, the valves working direct in the cast iron cylinder blocks. Tappets, valve springs in the cast iron cylinder blocks. Tappets, valve springs and valve stems were unenclosed, although road conditions at the time produced much dust. The engine, however, was well blanked off by aluminium panels between crank-case and main frame, and normally the only ingress of dust would have been through the radiator block.

### Carburation and Ignition

Since many of the outstanding running virtues of the Silver Ghost engine were owed to the special carburettor and ignition systems, some mention in detail is deserved by both. There was little unanimity in carburettor design at that time and there was no proprietary carburettor that would suit Royce's requirements. He therefore designed and built his own, which remained in production on Rolls-Royce cars until 1934.

The carburettor comprised two separate jets and choke tubes; the first, the low-speed jet, supplied mixture from idling to medium throttle openings, and the second, the high-speed jet, came into action automatically when the throttle was opened from medium to full position. During the change-over, and on up to maximum power, a suction-operated air valve automatically balanced the mixture. The instrument could be very accurately tuned throughout the throttle range, in addition to which the jet orifices were controllable by a lever on the facia to adjust the mixture from full rich to weak. This was invaluable for easy starting,



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### A GHOST FROM THE PAST . . contd.

mixture correction on the road for various fuels, consumption checks and correction for altitude. The low-speed jet was supplied with warm air from an exhaust-manifold muffle, and the high-speed jet had a cold air feed; the throttle at the upper end of the vertical carburettor pipe was

of the sliding piston valve type.

To provide automatic response to road conditions up to speeds pre-set by a lever on the steering wheel, a centrifugal governor on the engine varied the throttle movement automatically, but the degree of throttle opening could still be controlled independently by the throttle pedal. The effect of this was that, up to about half the road speed range, the engine would automatically regulate its r.p.m. and pulling power up and down hill and on the level, with full overriding control by the driver. Furthermore, the governor could be set by the hand lever to control engine speed for gear changing, for making standing starts on steep gradients or for dealing with other awkward conditions.

The ignition system was noteworthy for several reasons: first, Royce fitted coil ignition, with a second set of sparking plugs, not primarily to improve the performance of the engine, but to ensure easy starting and steady idling under all conditions (neither electric starting nor electric lighting had yet been installed in cars); both magneto and coil ignition systems were employed, with double sets of wiring in a manner worthy of the best modern engines.

a manner worthy of the best modern engines.

Two independent 60 ampère-hour batteries, controlled by a change-over switch, supplied current at 4 volts to a make-and-break gear located above the throttle governor on the engine, and thence to a trembler high tension coil in the driving compartment. High tension current from the coil was taken to a distributor situated above the make-and-break mechanism, and thence to the coil ignition plugs.

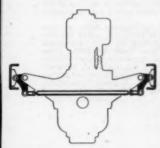
### Starting "On the Switch"

Although the advance and retard lever on the steering wheel controlled both magneto and coil systems simultanceously for range of ignition, they were not synchronized; the magneto was timed to operate the engine after it had commenced running, and it was necessary to start the engine on the coil ignition, which had a late firing point well over top dead centre of the compression stroke. The Silver Ghost would start immediately on the coil ignition switch alone after a night in the garage, and chauffeurs were always proud to demonstrate this trick. The ignition harness was beautifully arranged, with the coil ignition leads assembled in tiers of tubes fitted at the side above the induction manifold, and there was little possibility of confusion arising.

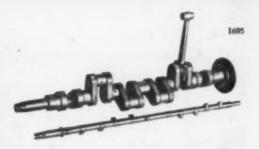
in tiers of tubes fitted at the side above the induction manifold, and there was little possibility of confusion arising.

At the front of the engine the timing gear case included a drive to the composition and steel gear wheel on the cambaft and also to the magneto on the same side. On the right-hand side were drives to the horizontal water pump alongside the crankcase, and also to a vertical spindle which operated the oil pump at its lower end and the governor, make-and-break, and distributor at its upper end. The water pump impeller was driven through a combined universal coupling and friction drive, designed to slip should seizure or freezing of the pump occur.

It was common practice in the early days to direct the exhaust gases straight to a single exhaust pipe and silencer and thence into the open air, but Royce fitted a separate



Left: The engine mounting in simplified form. The engine is almost unaffected by twists or disturbances of the side members. In the photograph of the left side of the engine (right) the symmetry of the manifolding and ignition harness is outstanding. The reserve oil tank on the frame side member can be seen in the foreground.



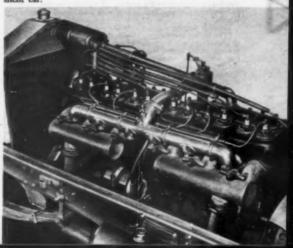
A Silver Ghost crankshaft, camshaft and connecting rod of 1908, less oil seal fittings to the hollow bores of the journals and crankpins. The crankshaft is fully machined and ground all over and, produced in modern materials, would be a success in a modern in-line aircraft engine

manifold to each group of three cylinders to drop the pressure and speed of the exhaust gases as they passed through two pipes to a large expansion chamber which still further reduced the tempo of the gases before they reached the very large silencer in the centre of the chassis, and passed on to the tail pipe and fishtail. Royce thus achieved, nearly half a century ago, the results now gained from the twin ailencers in tandem in common use today, although with

some extra elaboration in layout.

Another example of Royce leadership in chassis design was in the three-point engine mounting on the Silver Ghost. It was common practice, since engine sub-frames or mountings had not yet been devised, to bolt the power unit direct to the chassis members with four or six bearer arms, with the result that the engine inevitably suffered from wracking when the chassis frame was deflected by road shocks. Royce attached his engine direct to the chassis by bearer arms at the rear, but supported the front end on bell cranks which were pivoted to the chassis side members and coupled together by a transverse rod resembling the track rod of a steering gear. The chassis frame could therefore twist on very uneven surfaces without distorting the engine, which had a certain degree of floating movement.

Some phenomenal mileages have at one time or another been achieved by these cars, in official trials, during the 1914-1918 war, and in the hands of private owners. Eighty thousand miles between rebores was not unusual, despite the dust clouds on roads in the early days and the absence of an air cleaner on the engine. Although the Silver Ghost was probably the most expensive car in its day, reliability and durability were such that it was not the most expensive to run on an annual mileage basis, and the cost of replacements was astonishingly low. The Silver Ghost as a compound name was derived from two sources: the first part denoted the silver finish, produced by "close-plated" German silver and then silver plating of external chassis parts, such as lamps, screen fittings, gear lever and brake levers; the second obviously related to the silence in running of the car as a whole. The "ghost" simile has since been perpetuated in later Rolls-Royce cars with the Wraiths and Phantoms—worthy successors in the line of the world's most silent car.





Crooked, half-timbered cottages, narrow roads and the ubiquitous television aerial; Little Missenden, in Buckinghamshire, pos an interesting church which is partly Early English in period.

### CORRESPONDENCE

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SPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT RECESSABILY
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### "PRODUCT OF ENVIRONMENT"

Lancia Front Suspension for the Rear Wheels?

Lancia Front Suspension for the Rear Wheels?

[64604.]—Referring to J. A. Cooper's interesting article "Product of Environment" (The Autocar, November 28), I feel that the use of the arrangement employed in the Lancia front suspension might solve the problem of maintaining parallelism of independently sprung rear wheels with a minimum of unsprung weight.

Dorking Surrey.

[The author comments: "True, the use of a sliding-pillar type of suspension will keep the wheels parallel; this was done on a pre-war racing Alta. But there is no virtue in parallelism of the rear wheels per se; with the de Dion layout they are not only parallel but, more important, they are also always vertical relative to the road surface, which keeps the cornering power of the tyres at or near its maximum value."—ED.]

### "THOSE NIGGLING PENCE"

Adjust Dealers' Profits to Achieve Round Figures

[64605.]—The Scribe is annoyed with the "niggling pence" that are quoted in the price of a car, when purchase tax is included (*The Autocar*, November 21). I am a printer and retail stationer and handle anything from an envelope costing 1d to a printing order running well into the

price of a luxury car. As nearly all the articles in this trade bear purchase tax at varying rates, it is obviously impracticable for the authorities to draw a line where odd shillings or even pence may be omitted.

I dislike the official mind as much as The Scribe, but in all fairness we must see both sides of the question before con-dermine.

demning.

If The Scribe insists on round figures I suggest this is done by a slight adjustment of dealers' profit either up or down, as we do on our 1d envelope.

R. W. Wood.

Birmingham, 13.

### THE HIGHWAY CODE

Enforceable by Law in Ireland

[64606.]—I was more than surprised to note from your leading article in the issue of November 21 that you are opposed to an enforceable highway code. Surely, courteous, competent and considerate motorists have nothing to fear from an enforceable code, and an unenforceable code is useless in the case of the other kind of motorists against whom such a code is primarily

aimed.

In this country, in place of the Highway Code, we have General By-laws for the Control of Traffic S.R. and O. No. 222-1937, which are made by the Minister for Local Government pursuant to Section 147 of the Road Traffic Act, 1933. These by-laws, which cover the general control of traffic, are enforceable under a penalty not exceeding £2, and are an extremely valuable method of dealing with offences which may not amount to dangerous or inconsiderate driving. It should be noted that no notice of intention to prosecute need be given in the case of the prosecution under by-laws.

Dublin, Ireland.

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1951	AUSTIN A.40 Devon saloon, radio, heater, 13,000 miles	(595			stery, in exceptional condition, passed manufacturers, 7,000 miles	£4,950
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1952	ALLARD J2, 2-seater, new (shop soiled)	£1,095			front and beige cloth to rear	£1,395
1949	ALVIS 14 h.p. coupe, radio	6595	-	1951	SINGER 4 AB Roadster, 13,000 miles	6550
	FORD Prefect saloon 12,000 miles			1949	TRIUMPH '2000 ' Roadster	4595
1949	FORD Pilot saloon	6425		1948	WOLSELEY 12 48 saloon, recon. engine	6450



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THE STORY OF THE TYRE

No. 3

### PRE-DIPPING THE FABRIC

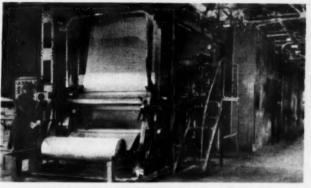
The two chief components of the tyre-fabric and rubber compound-meet

This article continues the series describing the stages in building a high quality tyre. Having dealt with raw rubber production on the plantations and the process of changing it into industrial rubber, we now move on to the manufacture of the rubberised sheets from which the tyre carcass is made.

THE heart of the tyre is its fabric body or carcass. And since one of the chief functions of the pneumatic tyre is to cushion the vehicle, the choice of fabric is highly important. The tyre protecting and supporting the inner tube has to be strong yet flexible, so that it reshapes itself after every hammering blow from the highway.

For this reason the strongest of cord fabrics are used in the tyre carcass. The two chief materials are cotton, rayon and, more recently, nylon has been introduced. The main body part of a tyre is built of cabled cord fabric, and the lower bead section is built on a square woven fabric. The fabric delivered to the tyre factory is in rolls up to 900 yards long and 60 inches wide.

Careful scrutiny for possible flaws is carried out on inspection tables. Samples are taken regularly and checked in the laboratories. Not until a thorough examination of each great roll has been made is it released for



The rolls of fabric pass through this pre-dip unit before the rubber coat is applied in the Calendering Machine.

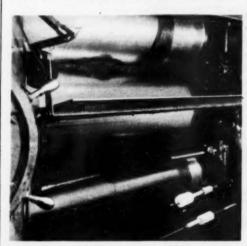
production. First of all the fabric undergoes a vacuum cleaning process, which removes all foreign material such as dirt and fluff. Then comes a dipping process. This is done so that the rubber coating to be built on later will adhere perfectly. The fabric travels through a tank of stainless steel containing a specially prepared solution. As it leaves the tank, squeeze rollers press out excess liquid.

Moving forward again over rollers into the first section of a huge cabinet, the solution-wet fabric passes over cylindrical frames with fans built into them. These ensure even distribution of the solution into the cord cables of which the fabric is made. In the second section of the cabinet, the fabric is completely dried. Next, the rubber coat is applied. The rubber feeds down between the two top rollers of a three-roll calender machine. It is pressed on to one side of the fabric as this passes between the centre and lower rollers. Then the other side of the fabric has a similar treatment on a second calender.

This process completely encloses the fabric sheet and forces the rubber between the separate cables forming that sheet. Insulation is complete — the cables of cord fabric cannot rub together and develop frictional heat when the tyre is in use on the highway.

Finally, the rubberised sheet is machine-cut into strips and plies of the right width, angle and size for each type of tyre. When this stage is complete, there is another exhaustive inspection by the "Quality Control" department at Goodyear's Wolverhampton factory—home of Britain's supreme quality car tyres, the Eagle and de Luxe.

The complete 'Story of the Tyre' is now available in booklet form. Write for your free copy to the Goodyear Tyre and Rubber Company (Great Britain) Ltd., Wolverhampton.



Here, the dipped fabric is passing through the Calendering Machine, which coats it with rubber and insulates each cord from the next.

### CORRESPONDENCE

### "INTERIM ASSESSMENT"

Excellent Article . . . . Excellent Car

[64607.]—Just a word of appreciation to Michael Brown for his excellent article on an excellent car (December 5).

Apart from mechanical considerations, surely the Riley is one of the best looking cars on the road, and it has remained

what a relief to see such low, sleek lines, compared with the present trend towards that "blown-up to busting point" look in an effort to get an extra seat.

I share Michael Brown's enthusiasm for Rileys, even though my own model is fifteen years old.

S. B. MITCHELL.
Welling, Kent.

### Praise for a 21-litre Riley

Praise for a 2½-litre Riley [64608.]—As I have a 1951 Riley I was most interested in Michael Brown's article on his 1½-litre after 10,000 miles. Mine is a 2½ and has now covered 21,000.

I agree with all he says, both in praise and blame. The Riley is such a good car that the bad points ought to be put right. The stability, road-holding, steering and general dependability are absolutely first class and the engine is outstandingly willing, reliable and—considering the quite remarkable power available—economical (22 m.p.g.). The pleasure of driving it is so great that it is a piry that it does not make the grade for fast, long-distance family touring. The reason is that the luggage accommodation is so poor, one suitcase, large or small, making it imposaible to put a second one in the locker. More can be stowed if soft canvas bags are used, but these are not so kind to clothes nor as convenient as suitcases. There are no door pockets or rear shelf inside and to fit a roof luggage rack on a car such as this is merely a confession of failure of design rather than an answer to the problem.

merely a confession of failure of design rather than an answer to the problem.

On the open road visibility is adequate though the view—especially in mountain country—is restricted, and neither roof nor windscreen opens. In London traffic on wet evenings, however, the thick windscreen pillars and central screen division, coupled with the small rear window (enlarged for 1953) and blind rear quarters, give a boxed in feeling which can, on certain occasions, be dangerous. My other car happens so be a Triumph Renown with supremely good visibility all round and I admit that the contrast emphasizes this aspect of the Riley.

This chassis has so many rightly enthusiastic friends. Cannot the makers give us "all this and heaven too" by redesigning the bodywork with real luggage accommodation, a flat, deeper windscreen, three inches extra headroom and better instruments and switches? It might also be better to supply no tools rather than

switches? It might also be better to supply no tools rather than those now supplied. However, the car rarely needs a tool on it and the engine (mine does not yet need decoking) is quite superb. I wonder when we shall again be able to buy an open Riley sports tourer?

W. H. CLARK. Riley sports tourer? London, W.C.2.

### Answers the Onlooker's Thoughts

[6469].—Thousands of your resders will doubtless be grateful to Michael Brown for his absorbingly interesting article "Interum Assessment" in your issue of December 5.

To those of us like myself who have never driven a Riley it provides the answers to our thoughts whenever we see these sleek, attractive cars on the road. No car is perfect, and no car can possess all the qualities we require for our different moods and uses, but Mr. Brown has made it clear that here is a car for the enthusiast and one that evidently makes travelling long distances a real pleasure.

and uses, but Mr. Brown has made it clear that here is a car for the enthusiast and one that evidently makes travelling long distances a real pleasure.

The author was, I think, unjustly critical about the instrumentation. He says "I can barely glance at a thermometer that reads only 90, 175 and 212 degrees without a sneer." I think the answer is that, attractive as a Weston instrument is, and vital in an aircraft, in a car you have not the time to look at it. My own car's thermometer has less information even than the Riley's, but how I bless it on long runs. It has three dots; the running temperature is between the first two, to which position the thermostat quickly takes the pointer and keeps it there. Night or day, a glance tells that all is well, and on a long run that is all you want to know.

With regard so the pilot lights on the facia mentioned in your article, a light for the heater fan seems unnecessary; mine is connected to the ignition circuit and is cut off when the engine is stopped. However, I rarely use it, owing to the excellent fresh air intake provided by the scoop, which brings in all the air required by ram effect.

To me, ammeter and oil pressure gauge are things of the past. They give information which is not required, and I would much rather know that if anything goes wrong with either electrical or oil systems a bright red or yellow light will come on and call the driver's attention to it and not wait until he has time to look at the gauges. I am surprised that Mr. Brown did not suggest that the instruments should be placed in front of

not suggest that the instruments should be placed in front of the driver like the pilot's panel in an aircraft. After thousands of miles with the instruments directly in front of one there is a "lost" feeling when driving with them to one side. Finally, may I join issue with Mr. Brown over the hand dipper? Surely, this is the only way to control the dip? How does he change gear at the time be wants to if his left foot is busy operating the dipper? I believe a contribution to safety would be made if all the dipping of head lights was hand-controlled by a switch on the steering column.

London, S.W.1. R. W. EDWARDS.

[Michael Brown comments: "I am impressed by Mr. Edwards' defence of the hand dipper, but I find that I am more often caught without a third hand than without a third foot! Surely the hand is engaged simultaneously with the left foot?"

#### TV TRIAL

No Second Attempt for Member of Southern Team

[64610.]—I was interested to read the letters [64569] from Mr. J. Fletcher, of Feltham, Middlesen, and [64588] from Mr. P. Lake, of Harrogate, Yorkshire, on the subject of the Television

While I would not quarrel with their opinion that the South secured their victory by a narrow margin, I must, as clerk of the course, point out that although this may not have been clear to viewers, the third member of the Southern team did not have two attempts at any hill nor any special dispensation from the

As this trial was primarily staged for the benefit of television viewers, for whom it was considered desirable to avoid any appreciable intervals, in drawing up the regulations under which the event was run provision was made to switch from one hill so event was run provision was made to switch from one hill to another at any time to maintain continuity, and the trial was, of course, conducted in accordance with these regulations. In an ordinary trial where there is no large audience to be considered, a competitor is always allowed a reasonable time to adjust or mend his vehicle, and I myself have on occasions spent more than an hour in doing so without penalty. So although the South won their victory by a small margin, there is no doubt that they won it fairly and squarely. A. GODFREY IMHOF. London, W.C.1.

### SUPPRESSORS

Rarely, if Ever, Used in Aircraft

[64611.]—I feel that your correspondent Mr. A. I. Forbes Simpson [64590] tends to be misleading in his statement regarding fitting of suppressors and plug life. His letter states that "air-craft engines are always fitted with resistors to prolong plug

I must disagree profoundly with Mr. Simpson and point out that I am not aware of any piston-type aircraft engine that is fitted with suppressors or resistors and consequently I fail to understand how the theory of prolonged plug life associated with resistors is explained.

with resistors is explained.

The method of suppression used on all the types of aircraft engines with which I personally am familiar is the screening method. In this type of suppression the ignition system is totally enclosed in metal casing, which is usually of copper braiding. The sparking plug is also of a special pattern, and its design allows the metal sheath or casing of the ignition lead to be screwed to the plug body. At the magneto end of the lead the sheath is earthed to the magneto end of the lead the sheath is earthed to the magneto casing, which is in turn completely enclosed in a metal case, usually of aluminium.

Suppression of electrical interference on aircraft is extremely important, and practically every electrical lead is screened in the same manner as the ignition system, and the fitting of suppressors would have little or no effect on electrical interference. The reason for the elaborate, and certainly expensive, method of suppression is that a considerable amount of solid early and the considerable amount of solid early early entered to modern aircraft and on radio and radar equipment is carried on modern aircraft and consequently, the slightest interference could, as has been found completely upset the whole radio system.

continued

### CORRESPONDENCE

Regarding cold starting, Mr. Simpson suggests that this is easily improved by our old friend the resistor. This is not so, the usual method is by means of an impulse starter or booster coil; both these devices I have seen fitted to cars. The impulse cou; both these devices I have seen inted to cars. The impulse starter was fitted on a very early Jowett, and the booster coil on one or two American cars. The suggestion that plug life can be affected by resistors is to my mind open to a certain amount of doubt, and I can assure Mr. Simpson that one of the main factors that give a reasonable life to aircraft plugs is the fact that the quality iff the materials used is of a very high standard, and furthermore the degree of maintenance reached with this particu-lar component of the engine does in itself assure a reasonable

Finally I should like to suggest that the suppressors now being fitted to our cars are by no means efficient and although they do their work up to a certain degree they can also bring a whole heap of trouble in their wake, as I have already discovered.

Bradford, Yorkshire.

WILLIAM J. HUGHES, B.E.M.

#### Differences of Opinion

Differences of Opinion [64612.]—You state in a leading article (*The Autocar*, December 5) that suppressors have no appreciable effect on performance, while Mr. A. I. Forbes Simpson in letter [64590] goes as far as to say that they are useful for both lengthening plug life and improving cold starting. Nevertheless, on the instruction pamphlet issued with the Runbaken oil coil it definitely states, in paragraph 10, "Wireless suppressors of any make have generally a detrimental effect, and tinfoil may be wrapped round the coil to reduce radio interference."

I can hardly imagine an old-standing firm like Runbaken making a statement to that effect if it was not correct.

Camberley, Kent.

Camberley, Kent.

### "HARD TIMES?"

### Reduction of Purchase Tax is the Answer

[64613.]-Mr. William Francis Green, in his letter [64552], [04013,]—Mr. William Francis Green, in ms letter [04325] suggests that manufacturers should reduce their profits, in order to bring down car prices, before a reduction is made in purchase tax. But could any possible reduction in profits have an effect on retail prices comparable with that which would follow a cut. in tax from, say, 66f per cent to 33f per cent? If the total distributable profits of a manufacturer divided by the number of

distributable profits of a manufacturer divided by the number of cars sold in the year exceeds £50 I should be surprised. Figures for the Standard company were published on December 5.—ED.]
Presumably, even Mr. William Francis Green would allow the makers some net profits. If these were cut by half, the reduction in retail price would be at most £25 plus tax—say, £40 or so. Yet if purchase tax on a car with a maker's price of, say, £775 were cut by half, the total price to the purchaser would be cut by £216. Let us keep some sense of proportion. I have no shares in the motor industry!

Wallingham, Surrey.

### "INTAKING AIR"

### Sensible Arrangements by Mercedes-Benz

[64614.]-I thought it might interest The Scribe to know that,

[64614.]—I thought it might interest The Scribe to know that, speaking of air intakes (Disconnected Jottings, November 14), the Mercedes-Benz Type 220 and 300—a specimen of the first of which I purchased lately—have the intake to the air cleaner not under the bonnet, but through a kind of hose, which comes out at the side of the bonnet.

I could not agree more with him that this is by far the most suitable and logical place, as that particular spot at the side of the bonnet, which is drilled, the holes being hidden by a simple chromium strip, never shows any dirt or mud, even after the longest and toughest trips on wet transcontinental roads.

I must admit that I feel sorry that driving—let alone owning—the latest types of Mercedes-Benz is beyond the hopes of British enthusiasts, as, by putting into practice the experience gained from their pre-war Grand Prix cars, the Daimler-Benz works have achieved in their latest models, all of which I have had the pleasure of driving, the very last word in sheer perfection of road-holding, suspension and riding comfort on all kinds of road surfaces, apart from speed, which shows that racing pays dividends after all.

Wassenaar, Holland. dividends after all. Wassenaar, Holland.

### THE LONDON SHOW

#### Another Pioneer

[64615.]—In reply to the last part of letter [64561] from Mr. Felix W. Hudlass, may I say that my visits to the Motor Shows began with those at the Agricultural Hall at Islington, then at the Crystal Palace, where I was a demonstrator for one of the Midland motor manufacturers, then at Olympia and so to Barls Court. I have also attended shows at Glasgow and Editablesh on attempting and expent for 1928-29.

so to Earls Court. I have also attended shows at triangow single Edinburgh on numerous occasions and, except for 1928-29 when I was in Australia, I do not remember missing one.

I feel sure there must be some more old-timers about and I should be pleased to meet Mr. Hudlass at the 1953 Show, or before if it can be arranged.

T. CORDERY. before if it can be arranged. Pinner, Middlesex.

### Recollections of a Breaker's Yard

Recollections of a Breaker's Yard

[64616.]—As a reader of your journal for 40 years I was very interested in Mr. Felix W. Hudlass' remarks [64561] on the Weller car. In the year 1919 in Whetstone I came across a group of cars in a breaker's yard; one car was a Weller with all the characteristics Mr. Hudlass spoke of; the bodywork was truly a craftsman's job. Standing next to it was a most unusual make bearing the name of Kelvin, a Scottish car; I have searched in vain for records of this make. Also another one I remember well was a Brotherhood made by Peter Brotherhood of New England, Peterborough. Next of interest was a Phoenix with an engine set transversely in the chassis and driven by a massive Coventry silent chain (this make was a reasonably silent runner). Another was a 40 h.p. four-cylinder Austin with four speeds and direct drive on third, or, as we used to say, geared-up top. I tried to persuade the breaker to preserve these cars but he replied in no uncertain way with a sledge hammer. As I had had some few years of driving experience in the army he rewarded me with a run on the Austin and we topped Ridge Hill on the way to St. Albans in fine style.

Luton, Bedfordshire.

J. Harvey.

Luton, Bedfordshire.

[The Kelvin car was made by the Bergius Car and Engine Co. of Finnieston Street, Glasgow, and disappeared from the motoring scene about 1910. The Phoenix car disappeared about 1928.—ED.]



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# PITY THE POINTS

WHAT HAPPENS TO THE CONTACT POINTS OF THE IGNITION SYSTEM AND HOW TO LOOK AFTER THEM

NE wonders how many drivers ever give attention to the contact points of the distributor until misfiring or difficult starting indicates that something is amiss. Indeed, the average driver is even then apt to grumble at adjustment being necessary and to regard the distributor as a unit which should function indefinitely without any maintenance whatsoever.

Actually, contact breaker design presents an extremely intricate problem. In the first place, the points make and break the primary circuit of the ignition coil at a rate of up to 320 times per second, dependent on engine speed, and in so doing they carry a current of about 3 amps at voltages up to 300. It is not, therefore, surprising that melting of the metal of the points takes place each time the contacts separate, for the temperature may be 3,000 deg C or

In order that what actually occurs at the contacts might be properly understood much research work has been carried out, and it has been found that many factors have to be considered in the design of the contact breaker and in the choice of contact materials. It has to be accepted that in service the contacts are bound to suffer discoloration and that wear cannot be entirely avoided, although normally this does not affect the functioning of the ignition system.

### Voltage Build-up

When an inductive circuit, such as the primary circuit of an ignition coil, is broken the result is a rise of voltage across the contacts. Owing to the fact that the actual break takes place at only a single point of the contact face, no matter how large the contact area, the current density at that single point is very high. Consequently the metal on both contact points in this region of actual break becomes intensely hot and actually melts, so that as the contacts separate a tiny bridge of molten metal is formed between them. As the points separate farther this bridge is fractured, but the inductance of the circuit, which may be likened to inertia in a mechanical system, has the effect of prolonging the flow of current through the contacts as they separate. Indeed, the current continues to flow through the medium of an arc, which is easily established across the hot electrodes. Subsequent cooling of the contacts

The moulded top on this Lucas distributor has a complete annular spigot to exclude dust. The small size of the condenser should be noted.

results in the arc being extinguished, but it is then succeeded by a spark which lasts until most of the energy is dissipated. What appears to the casual observer, therefore, to be a simple spark at the contacts is actually this sequence of events.

Each of these effects causes deterioration of the contacts; the molten bridge, because of unequal local hearing of the contacts, causes metal to be transferred from one contact to the other, producing a pit on one contact and a corresponding lump on the other, this being known as "pitting and piling"; the arc causes burning and oxidation of the contact faces; the spark gives rise to another form of transference of metal, but in the opposite direction to that produced by the molten bridge.

From the point of view of the life of the contacts and the performance of the coil it is desirable to reduce the amount of arcing and sparking. This is accomplished by connecting a condenser across the contacts, so forming in effect a by-pass circuit for some of the current which would otherwise flow through the contacts. This is actually a secondary function of the condenser, which is necessary in any case to ensure the maximum efficiency from the ignition system. By suitably varying the capacity of the condenser and the values of resistance and inductance of the subsidiary circuit, it is possible to control arcing and sparking, but it is not possible to influence the formation of the tiny molten bridge of metal.

### Necessary "Drawbacks"

On the other hand it is not desirable to eliminate arcing and sparking entirely, since to do so would leave on the contacts the "pit and pile" formation which, while it does not affect the ignition performance, makes it more difficult to set the gap. The constants of the condenser and associated circuit are accordingly chosen so that a small amount of arcing and sparking is allowed to take place, enabling the metal which has been deposited to be removed and to a certain extent transferred back to the contact from which it came.

As in so many other matters a compromise has to be achieved, because perfect balance can be obtained only under one set of conditions, and on a car—owing to variations in battery voltage, engine speed, sparking plug voltage and other factors—conditions are not constant. The maintenance of even untarnished contact surfaces depends on the balance achieved between the many different factors, and when in normal working conditions this balance becomes upset transference of metal from one contact to another or a certain amount of oxidation then results.

### No Metal Immune

All metals which are suitable as contact materials are acted upon in this manner and where the current is unidirectional the tendency to transference is naturally increased. It is for this reason that tungsten contacts are used in coil ignition equipment, because while other metals, such as platinum and its alloys, are superior to tungsten as regards oxidation they are very susceptible to metal transference and are suitable for use only when the direction of the current reverses.

Some degree of transference and oxidation must, therefore, be expected in service and it should not be concluded that, when it occurs, it is the result of faulty contact material, condenser breakdown or incorrect ignition conditions. Many condensers and contact points are replaced unnecessarily because of the appearance of the

1952, having either symmetric or asym-

# PITY THE POINTS

.. continued

### CONTACT GAP SETTING: 4 CYL. INITIAL 014"- 016" INITIAL 014"- 016" INITIAL 014"- 016" INITIAL 014"- 016"

NORMAL 010" - 012" NORMAL 010" - 012" NORMAL 014" - 016" SERVICE

SYMMETRIC ASYMMETRIC HIGH LIFT

metric cams, a contact gap width of 0.010 to 0.012in should be maintained, although when replacing contacts a setting of 0.014 to 0.016in should be adopted to allow for the initial beddingin of the fibre heel of the contact breaker, and then—after, say, 500 miles running—the gap should be checked and if necessary reset to the standard 0.010 to 0.012in.

During 1952 both four-cylinder and

During 1952 both four-cylinder and six-cylinder distributors have been produced with the new high-lift cams, the four-lobed cams retaining an asymmetrical profile. The gap in this case should be maintained at 0.014 to 0.016in, both during the running-in period and afterwards during normal service. The high-lift cam gets its name from the steep angle of the cam profile, the rocker arm lift thus obtained, together with the wider gap, serving to reduce still further the pitting and piling. At the same time the high-lift cam with four-lobed cams allows the contacts to remain closed for a longer period, thus giving more time for the ignition coil to build up its magnetic energy, so giving an improvement in high-speed engine performance.

Various cam profiles for four- and six-cylinder engines. It is necessary, when contacts are new or have been replaced, to use a slightly wider setting to allow for the initial bedding down. After 500 miles the gap should be checked and reset if necesary to the standard

setting.



contacts. Generally speaking, provided that the gap can be adjusted to the correct setting the ignition contacts can be assumed to be in a state to give satisfactory operation.

Obviously contact breaker gaps should be given proper maintenance and it is recommended that they should be checked every 500 miles. If the gap is allowed to decrease below the specified setting, not only will engine performance be adversely affected but the points will be liable to rapid and excessive pitting and piling. When trimming contact points it is not essential to grind down a point that is slightly pitted but only to remove excess metal from the other point where piling up has occurred. Only if the pitting and piling are excessive should a replacement contact set be necessary.

It is, of course, essential that the correct setting for the particular distributor should be employed. Recent modifications in Lucas distributors have included a two-stage development of contact breaker cam profiles and there are now three types of cam lobe in service known respectively as the symmetric, asymmetric and

high-lift.

Up to 1949 symmetrically shaped cams were used, but the asymmetric cam was then introduced on distributors for four-cylinder engines. Six-cylinder engines continued to have distributors with cams of the older symmetric type. The asymmetric cam was introduced in order to reduce pitting and piling by causing the contacts to

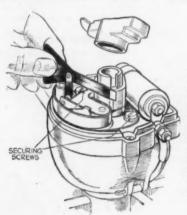
open quickly and to close slowly.

For distributors manufactured before

### Accurate Timing

Another advantage is that the highlightion timing to be obtained. The reason for this is that the point of maximum contact separation occurs over a smaller angular movement of the distributor shaft as compared with previous cam designs. Greater care, howeyer, is necessary when checking the gap, because it is essential that the fibre heel of the rocker arm should be on the highest point of the cam lobe before making the adjustment.

When fitting new contact points they should first be wiped with a petrol-moistened cloth. At the same time the pivot pin should be lubricated with a smear of Mobilgrease No. 2.



Contact breaker gaps should be given proper maintenance; it is advisable to check them every 500 miles, as if the gap decreases below that specified engine performance will be affected. On the left the gap is being checked with a typical Lucas feeler gauge, made specially for the purpose. On the right is shown method of setting the points, using a normal feeler gauge.





# What's cooking for Father this Christmas?

IT'S A WELL-KNOWN FACT that fathers have everything, so the problem of what to give them for Christmas is one of almost insuperable difficulty. The only rational solution is to give him something that while it is unmistakably his, benefits everybody. What we have in mind is "H.M.V." Car Radio. It's a present

for his car, but the whole family enjoys its pleasant, undemanding companionship. You can't go wrong in choosing "H.M.V."—the makers of 24 famous British cars recommend and fit it exclusively. There's room for one in your car—we beg your pardon—his car this Christmas. It positively guarantees a happy new year.

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Crowds gather in the Strand, London (left), to watch John Gregson drive away in Gene-vieve in the film of the same name. The car is a 1904 Darracq.

### and NEWS VIEWS

### A Car in Your Pocket

A MERICANS planning a holiday in Europe can now buy a new Hillman Minx with their travel tickets and take delivery on arrival at their destination anywhere in Western Europe. The scheme is operated by Rootes Motors in the United States in a conscience with travel. United States in co-operation with travel agencies, and is known as the "Car in your pocket" plan.

### Swiss Sales Fall

RECORDS of motor vehicle imports A into Switzerland during October show that Britain has dropped to fourth place, that Britain has dropped to routin place, having held third position a year ago. Ger-many leads in this market, with 1,220 vehicles in a month, followed by the United States with 331, France with 299 and Britain with 208 vehicles. Britain took fifth place in tyre sales.

### Two-strokes

AS stable-maje to the family car the high two-stroke motor cycle is becoming popular, partly because its safety record is very good compared with the

more powerful machines and also because more powerful machines and also because it provides really economical transport for local use. A new edition of Two-stroke Motor Cycles, but he staff of The Motor Cycle, has now been published by Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1. The price is 5s (postage 4d).

(postage 4d).

It is detailed and interesting, and the section on tuning, including lapping-in pistons, is extraordinarily tempting. These little motor cycle engines really are get-at-

### Police Vehicles

THE allegation that some authorities I were purchasing expensive cars for patrol use, thus causing resentment, was partor use, thus causing resemment, was made in an exchange on the subject in the House of Commons. A member asked what guidance was given to the police about the price and type of vehicle. Sir David Maxwell Fyfe replied that police authorities had for some years been select.

asked to exercise the greatest care in authorizing the purchase of cars of over 18 h.p. or costing more than £1,000. Otherwise the selection was a matter for police discretion. If there were any specific instances of luxury car purchase he would be glad to look into the matter.

### THE LAW AT CROSSINGS

AS was expected, the Minister of Transport was closely questioned on the implications of Lester v. Pearson and the law of precedence at pedestrian crossings (page 1637, December 12) be-Parliament went into recess for tmas. Two members wished to fore Parliament went into recess to Christmas. Two members wished to know his attitude in the face of the suggestion that the obligation of motorists should be made absolute. The Minister, however, showed a commendable reluctance to be rushed into action. He said that the duty of the driver of a vehicle was to give way to a pedestrian at an uncontrolled crossing if the pedestrian was on the crossing before the vehicle or any part of it had come on to the crossing. The decision of the Divisional Court in Lester v. Pearson did not affect this duty of the driver and he did not think that there was any need to amend the pedestrian crossing regulations. Christmas.

The reply leaves the position as at present, with the result that Lester v. Pearson remains as case law. In that case, the driver pleaded that he had done everything possible to avoid a collision, but that a skid on a wet road had, so to speak, taken the matter out of his hands.

Further questions on pedestrian cro ings were asked at the same time. The Minister said that cat's-eyes were not recommended at pedestrian crossings, but omitted to state the reason why they are of limited use; this is because crossings are usually in lit areas in which vehicles are not using head lamps. There is, therefore, no light for the studs to reflect.

crossings have reduced accidents since zebra markings were laid down. In the first nine months of the year pedestrian casualties were about 3,000 fewer than in the corresponding period of 1951, a decrease of 7½ per cent.

### "Genevieve"

DURING the past few weeks veteran cars have been seen threading their way through the London traffic in all sorts of unexpected places, in Hyde Park, West-minster, the Strand and the Old Kent Road, usually pursued by film camera men mounted on station wagons. They

men mounted on station wagons. They have been making scenes for a new Technicolor comedy entitled "Genevieve", produced at Pinewood Studios.

The story gives John Gregson and Dinah Sheridan a chance to reveal what happens to a modern marriage when the husband is bitten by the veteran car bug, Gregson playing the part of a young lawyer who is the enthusiastic owner of a 1904 Darracq, lent for the purpose by Mr. N. V. Reeves. Also prominent in the film is a 1904 Spyker lent by Mr. F. Reece, which appears as the property of Reece, which appears as the property of an advertising agent, played by Kenneth

Members of the Veteran Car Club have Members of the Veteran Car Club have co-operated enthusiastically, both by lending their cars and by providing sechnical advice, at every stage from the script onward in order to ensure authenticity. The R.A.C. have also collaborated, and as most of the Veteran Car Club members drive their own cars and provide their own passengers, this film, when released, will clearly be a must for motoring enthusiasus.

Apart from the two cars mentioned.

Apart from the two cars mentioned, other well-known veterans have been 37 other well-known veterans have been used to provide an authentic reproduction of the Commemoration Run to Brighton. Two of the oldest are the Lewis-Eyans 1896 Benz and B. H. Jarvis' 1899 Panhard-Levassor, both of which have been used a good deal. Shooting is now completed and the film should be released in the early summer of 1953.

### French Oil "Balance" Trouble

A PROJECT is before the French Government for a very substantial reduction in the price of petrol, a figure of 2s 7d per gallon being spoken of. While this is excellent news for British tourists, it is failing to arouse any enthutourness, it is family to about any enturies siasm among the natives, for the reduction will be accompanied by an annual tax on the value of the vehicle. For the last 18 years the French have adopted the principle of taxation based on the use of the car, not on ownership.

Enquiry shows that the proposal comes from the petrol companies. Despite the high price, there is a very strong demand for heavy fuels for domestic and industrial uses. To meet this demand, the refineries are having to produce more petrol and the

are having to produce more petrol and the consumption of this is not as high as they would like it to be. Drop the price of petrol, they state, and consumption will go up, balancing output.

It remains to be seen what steps the Government will take, but it is certain that if the proposal should come before parliament for discussion opposition will be vigorous.

### Licence Renewals

HELPFULNESS on the part of a journal goes ill rewarded. In apite of a double check with the Ministry of Transport, the information given hast week regarding licence renewal was not consecuted. correct. In renewing by post it is not necessary to enclose the old licence. Renewal at post offices is not possible this

## SMALL DIESEL ENGINE

FOUR-CYLINDER FIAT OF 1,900 c.c.

A SMALL high-speed diesel engine of only 1,900 c.c. has been introduced by Fiat in Italy. It is a four-cylinder o.h.v. four-stroke unit similar in general layout to the Fiat 1900 car engine, and it develops 40 b.h.p. at 3,200 r.p.m. for a total weight of only 397 lb. The power-weight ratio is thus about 50 per cent higher than is common in the larger automotive diesel engines. The cylinder block and crankcase are produced from the same casting as is used for the petrol engine and the crankshaft design is the

same, but the material is different.

The cylinder head is of the indirect injection type, using the Comet turbulent pre-combustion chamber originated by the famous British combustion engineer, Sir Harry Ricardo. This represents a de-parture for Fiat, as their larger commercial and industrial diesels use direct injection, and industrial desers use direct injection, but it was considered that on this small engine the multiple jets required for direct injection would be too tiny to be reliable. Preference has therefore been given to the pre-cell combustion chamber which uses a single jet injector; this type of combustion chamber is also noted for its smooth running, an important considera-tion in light diesel vehicles. The cylinder block and base chamber

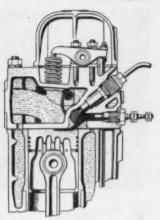
are a single iron casting with inserted wet liners, and the cylinder head is also cast liners, and the cylinder head is also cast iron. The flat-crowned pistons are in aluminium alloy and the main bearings are steel shells with lead-indium linings. The injection pump unit is made by Fiat under Bosch licence. Heater plugs are provided in the combustion chambers for cold starting and the engine is turned by a 3 kw electric starter operating on 24-volt pressure (125 amps). The injection pump incorporation and incorporation and incorporation and incorporation and incorporation and incorporation are incorporation and i

pressure (12) amps). The injection pump incorporates a pneumatic governor operated by inlet manifold depression.

At present this engine is being fitted in small commercial vehicles, with a payload of 1½ tons, and also in 10-12-seater buses, but it is bound to strate the strategies of but it is bound to attract the attention of car operators in countries where fuel economy is of special importance and it is an interesting newcomer in a field of engine design where the Mercedes-Benz 170D has hitherto had little competition.
Consumption in light commercial vehicles is said to average 35 m.p.h. under Italian Bureau of Standards operating conditions.

### SPECIFICATION

SPECIFICATION
Fiat 615N Diesel Engine.—4 cyl, 82 × 90 mm (1,900 c.c.), O.h.v., push-rods. Compression ratio 20 to 1. Maximum power 40 h.h.p. at 3,200 r.p.m. Weight 397 lb. Specific consumption 0.44 lb per b.h.p. hr.



Cross-section through the cylinder head of the Fiat 615N diesel, showing the Ricardo Comet combustion chamber with single-jet injector and the heater with single-jet injector and the neater plug used for cold starting. The crankshaft runs in three main bear-ings and there is a fan-shaped sump of pressed steel designed to present the maximum area to the air stream,

### ADVANTAGES OF PREMIUM GRADE PETROL DISCUSSED

O.H.V. Engines Have More to Gain Than Side-valve Units

FFECTS on performance and economy of the average car using premium grade spirit were discussed at a meeting of the automobile division of the Institution of Mechanical Engineers in Birmingham recently. The discussion followed the reading of three Papers coverfollowed the reading of three Papers cover-ing knock research, the significance of octane numbers in relation to road per-formance and the utilization of anti-knock quality. These papers were first presented to the Institution in London last February.

to the Institution in London last February.

The main point arising was that in those cars already happy on Pool spirit—that is, the majority of those with side-valve engines—there would be very little gain from the use of premium grade spirit when it becomes available next year.

### Little to Gain

Most existing side-valve engines were not subject to low-speed knock and were more prone to high-speed knock at maximum ignition advance. On these engines, therefore, in which the recommended spark timing for Pool was already close to the maximum-power timing, there was little to gain at either high or low speed with a fuel of high anti-knock quality. This is not a hard and fast rule, however, since the anti-knock requirement of individual engines may increase owing to deterioration in the condition of the engine.

with overhead-valve engines would, it was stated, benefit most from the improved anti-knock quality of premium grade spirit. Low-speed knock is one of the limiting factors in the performance of

many o.h.v. engines, units of this type having a much higher octane requirement having a much higher octane requirement at low speed than at high. Thus, with a premium spirit, performance could be greatly improved, especially at low speed, merely by advancing the basic spark timing. Whether petrol consumption would be improved would depend largely upon driving technique; if full advantage were taken of the improved performance then there would be little gain in fuel economy. From road tests carried out by one of the authors since his Paper was written it had been found that economy could be improved by as much as 20 per could be improved by as much as 20 per cent when using premium grade petrol and maintaining a Pool driving technique. This was the best figure obtained and relates to one make of car. The actual gain in either performance or economy

must vary between different makes of engine and between units of the same type. Another advantage of better fuel, and this applies to both side-valve and o.h.v. engines, is that greater mileages should be run without decarbonizing. It is well known that an increase in combustion chamber deposits leads to an increase in octane number requirements. However, not only do these deposits have a volumetric effect but also thermal and chemi-cal effects. The true chemical effect is cal effects. The true chemical effect is not known, but there are several theories, one of which is that the deposits might be a source of peroxides or other pro-knock materials.

An advantage of better grade fuel which is not quite so obvious is that it is much less critical of ignition timing. With Pool spirit there is an appreciable drop in b.m.e.p.

on either side of the optimum timing posi-tion in terms of crank angle. The fact that there is less power loss with a high-octane fuel if the ignition timing is not in its best position is more important than is perhaps realized. Tests quoted by speakers during the discussion have shown that the timing can vary by as much as plus or minus five degrees over the engine speed range owing entirely to torsional speed range owing entirely to torsional wind-up in the drive from the crankshaft wind-up in the drive iron the crains and to the camshaft and distributor. These tests were made with the automatic advance bob-weights removed from the distributor and a solid drive in use. In many cars there is added to this torsional effect in the drive to the distributor some timing variation as a result of wear in the distributor itself.

### Ignition Timing Dangers

Although, with premium fuel, ignition timing might be less critical in terms of power loss it should be emphasized that more harmful effects than with Pool spirit result if the spark is advanced beyond the correct timing for maximum power at high speeds. It was therefore stressed by one of the authors that the bad practice of setting the ignition to give trace knock at low speed should be dropped when prenium spirit becomes generally available. It was suggested that engines should in future be produced with timing marks that can be seen easily of that the petrol companies might instruct garages through their marketing organizations in the correct methods of setting the ignition timing to give optimum results.



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# THE SPORT

by

J. A. COOPER

Stirling Moss acknowledges B.R.D.C. Gold Star by the Duke of Edinburgh, at the Jubilee Dinner at the Festival Hall last Friday.

O me, as-I should imagine-to most other people, the highlight of a star-studded evening at the B.R.D.C. Silver Jubilee Banquet and Ball last Friday evening was the speech of the Club's President-in-Chief. In his speech-and how good a speaker he is!-His Royal Highness struck exactly the right note for the occasion and went straight to the point. After a few extremely pertinent remarks concerning the Club itself, its functions, responsibilities and members, he went on to stress the greatly increased interest in motor racing in recent years, and the importance of racing to the country as a whole. The only field in which we are supreme is that in which the engines used are motor cycle units; the importance of racing is not that it ma assist in marketing the cars with which successes are gained, but that it acts as a very good shop window for this country, fixing the attention of the world on our products, not only as motor cars but in every other field as well.

It is time that this lesson was learnt and appreciated by every responsible person and organization in Britain, from the Government down. In the motor cycle field, the very engines to which reference was made have been developed over the years by constant competition, and for years the British motor cycle has enjoyed a world-wide reputation which is only recently being seriously challenged; that this challenge should coincide with the partial eclipse of our products in the competition world and the resurgence of the products of certain Continental countries cannot be soincidence alone. In the racing car world, it is many years since this country produced a world-beater in the Grand Prix field, and the ill-fated B.R.M. project, for all its perfectly sincere and worthy intentions, has done nothing to further our reputationquite the reverse, in fact. It is impossible to hope for a sudden reversal of this policy in 1953, the sole remaining year of the present racing formulae; but now, and not in six months' time, is the time to be busy preparing for the new formula and 1954.

In the sports car field, our products have had more success and acquitted themselves more than honourably; the names of Jaguar and Aston Martin spring to the tongue in any language. But the recent successes of the German Mercedes-Benz team have underlined the fact that we cannot afford to rest on our laurels; development must go on, not in spasms but as a constant process, if any more successes are to be achieved. The powers that be have made a concession-some time ago with regard to the payment of purchase tax on racing cars (although there are difficulties in that Act for the small producer): but more assistance could. and should, be given to those firms upholding British prestige in international competition. Not necessarily financial, not only material; a general move to smooth their paths wherever possible and-to employ a somewhat mixed metaphor-to short-circuit un-

necessary red tape, is what is required.

I know that I have said all this before; I give you due warning that I shall probably say it all again before But the facts are there, and the probable outcome all too evident if a greater effort than at present is not made in the future. Let us hope for the best; meanwhile, if I thought it would do any good, I would go and stand on a box at Hyde Park Corner and shout myself hourse.



AS this will be the last issue of The Autocar before the date on which you stuff yourselves with traditional items such as turkey and plum pudding, I had better take this opportunity
of wishing you all a very Merry Christmas indeed. May Father Christmas
remember you all, with stockings full
of formula 3 cars (mustn't be too greedy), plugs, tyres and-most im-

portant-large bags of bonus, and I hope the family doesn't wake you up too early on Christmas morning. Oh, and don't slide into the ditch on the way over to Uncle's on Boxing Day I know someone who did that last vear!



3

FOLLOWING on a positive spate of rumours, it is now a fact that the Bristol Acroplane company has made application to the A.C. de l'Ouest for three entries for the 1953 Le Mans 24-hour race. This is indeed welcome news, presaging as it does the probable entry of the West Country firm into sports car racing in a fairly big way. Presumably the recent acquisition by the company of the G-type E.R.A. has a considerable bearing on the design of the cars to be employed. More later on this subject; but rumour has it that Lance Mackim and Tony Rolt may be among the drivers during the coming season. coming season.



TOMORROW comes the R.A.C. Trials I Championship, entrants for which must have qualified in some of the specified list of the principal trials already held this year. That is, as far as the English this year. That is, as far as the English entrants are concerned; two Scottish and three Irish drivers have also accepted

three Irish drivers have also accepted invitations to take part as representatives of their respective areas.

All the observed sections this year are adjacent to Gandale Camp, Catterick, Yorkshire; the R.A.C. has signposted routes leading to the wart from Catterick, Leyburn and Richmond. A novel system of marking has been adopted; on each section, any driver clearing the top of the observed portion with all four wheels will lose no marks, the driver getting nearest to the top will lose one mark plus a sumber of marks equivalent to the number of competitors who successfully clear aumoer of marks equivalent to the num-ber of competitors who successfully clear the top, the next driver two marks plus the same additional penalty, and so on. In the event of a tie, the clerk of the course will either nominate an observed section, the performance on which will be taken to resolve the tie, or will arrange

### SPORT THE

for the inclusion of a timed test to be attempted only by those competitors in-

volved in the tie.

This should be a most interesting event; the route will be divided into three interesting sections, and the competitors into three groups; the starting order will be determined by ballot, and each group will attempt each section in turn, the indivi-dual order of attempts also being varied. dual order of attempts also being varied.
The drivers taking part are 27 in number.
Qualified: A. D. Alldred. J. H. Appiston. E. J.
Chandler R. P. Chandler, C. Crobshiler, A. Et.
A. T. C. Harrison. E. d. Jauncey, M. H. Lawson.
T. D. L. Lewis. G. P. Mosby, R. W. Phillips. D. W. Price. A. E. Rumitt, H. BinclairBreener, C. M. Seward. E. B. Wadsworth, W.
Waring, M. White. Sectionarie; M. Goodal, J. E.
Waring, M. White. Section P. M. Coodal, J. E.
T. Sod. Bleech, N. P. Murray.





AS far as plans for next year are con-cerned, news is gradually filtering through with regard to some of the Con-tinental drivers. Chiron, who, as recorded

through with regard to some of the Continental drivers. Chiron, who, as recorded some weeks ago, is now fully recovered from the injuries received in his accident in Sicily early this year, will drive in 1953 formula 2 races as a member of Enrico Plate's team, the other regular driver being Emanuel de Graffenried. The cars will be 2-litre Oscas of the latest type. The other famous stalwart of French racing, Philippe Etancelin (known for years to the French crowds as "Phi-Phi"), has now decided to give up active participation in the sport. He did little racing this year, but took part in the French G.P. with a Maserati, and at the end of the race was made a Chevalier of the Légion d'Honneur for his services to French motor sport. I think that of all the races in which I have seen him drive perhaps the best performance he put up was in the Italian G.P. at Monza in 1949, when he finished second in his Talbot to Ascar's Ferrari; on that day he must have been cicht back in his best form as when when he inished second in his Tailot to Ascari's Ferrari; on that day he must have been right back in his best form, as when, almost 20 years earlier, he used to chal-lenge and even beat Nuvolari and Varzi with his privately owned Maserati. It is now rumoured that the Mercedes-Benz team of drivers in some, at least, of

next season's sports car races may include not only Fangio but also Bracco, in addi-tion to the existing German drivers. Bracco, of course, put up a magnificent

COMING SHORTLY

show against the Mercedes in the Mexican classic, being unfortunate in having a transmission failure in his Ferrari when leading on the last day but one.







THE B.R.D.C. has produced a very fine book, to commemorate the celebration of its Silver Jubilee. This is a joint effort by members, having been written, designed, printed and published by them, and is a beautifully produced and finished work, in itself a remarkable tribute to the versatility of the members of the club.

It is quarter-bound in leather of British racing green with buff cloth sides. The racing green with buff cloth sides. The frontispiece is a coloured photograph of H.R.H. the Duke of Edinburgh, K.G., K.T., the President-in-Chief; there are close on 200 pages of text, followed by 32 pages of art paper illustrations which have been carefully chosen from the work of the principal motor racing photographers and cower the whole registed.

of the principal motor racing passages of the club's existence.

In the text are 43 chapters (all by members of the club) covering many aspects of motor racing at home and abroad. Among the many distinguished contributors are the late John Cobb, S. C. H. Davis, J. D. Benjafield, F. R. Gerard, Stirling Moss, Raymond Mays, Sir Algernon Guinness, Bart, Lord Brabazon of Tara and Count Giovanni Lurani-Cernuschi. The subjects include Grand Prix racing, sports car racing, 500 c.c. Cernuschi. The subjects include Grand Prix racing, sports car racing, 500 c.c. racing, the Mille Miglia and the early days. Altogether this is a collector's piece; the one (and only) edition consists of 2,500 individually numbered copies, and the price is three guineas. Enquiries to the secretary of the B.R.D.C. at 4, Park Lane, London, W.I.







SYDNEY ALLARD and John Heath have entered into joint arrangement for the production of certain de Dion axle parts which will be used on both the larger Allard sports cars and the H.W.M. parts which will be used on both the larger Allard sports cars and the H.W.M. formula 2 racing cars for the next season. This will give H.W.M. the benefit of the quick-change transmission arrangement now available as an optional extra on export Allards. By removing a cover plate at the rear of the axle, two spur gears can be changed in a few moments to alter the final drive ratio without the necessity for substituting a new crown wheel and onition. Experimental units are wheel and pinion. Experimental units are also being supplied to other British sports car manufacturers.





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THE London M.C. held its annual dinner and dance at the Park Lane Hotel in London on Tuesday evening of annual Hotel in London on I treasay evening of last week, and something in the order of 375 people attended. As befitted a function organized by those energetic and inventive types, Maurice Wick and Nina Imhof, it bristled with amusing moments; the apeeches were excellent, emanating as the specific were excellent, emanating as they did from such practitioners as the club's president, Sydney Allard, Eric Findon, Rodney Walkerley and Godfrey Imbof. So many well-deserved tributes were paid to Sydney that he must still be blushing, and there certainly could be

### continued

nobody at the dinner who was left in any doubt as to who had won the 1952 Monte Carlo Rally!

Monte Carlo Kally!

The evening's dancing commenced after Mrs. Allard had ably accomplished the arduous task of presenting the year's awards, which were legion; later on came a series of races over the length of the ballroom on some devices known as Mobo Broncos, in which the Press team did not particularly distinguish itself. The presiparticularly distinguish itself. The president, however, was adept at controlling his steed (though it was, perhaps, unkind of someone to remark that it must steer like an Allard), and was defeated in the final by Mrs. Lola Grounds only because he was more to fee the ceil of the ceilman. man by Mrs. Loia Grounds only because he was made to face the tail of the animal as a handicap, and she was given a monumental push start! Altogether one of the better evenings, and fortunately the fog had departed during the day, so nobody had any trouble about getting home. Well, not that sort, anyway.







THE range of specials bearing the name of Lotus will be familiar to many people; they have used Austin Seven and Ford Ten components, and the latest one, raced this year by A. C. B. Chapman and others, has a Ford Consul power unit and proved extremely light and fast. Colin Chapman tells me that the Lotus Engi-Chapman tells me that the Lotus Engineering company is busy producing components from which customers will assemble some replicas of this car, while one will have a potent 13-litre version of the M.G. TD power unit and be raced by P. D. Gammon, who has competed with a very fast M.G. on many recent occasions.







THE motor racing exhibition which is being organized by the B.R.D.C. in aid of the National Playing Fields Association, at Stratton House, Piccadilly, will be opened at 10 a.m. on Monday next, December 22, by Strling Moss. The exhibition, which features models of racing cars over the last 30 years, will be open. cars over the last 30 years, will be open daily from 10 a.m. to 8 p.m. until the fol-lowing Tuesday, December 30.

### **CLUB NEWS**

Chiltern C.C.—Fog depleted the entry of the Chiltern Hills Trophy Trial, run on Sunday, December 7. Starting from High Wycombe, Buckinghamshire, the course was reasonably clear of ig, and the 24 competitors who battled their way through it lost no marks on this score.

reasonably clear of it, and the 24 competitors who battled their way through it lost no marks on this score.

The observed sections had been well chosen for their awkwardness, but unforunately the frosty weather had made the Chiltern hills a little too difficult. The first, in a wood near the start, stopped everyone; the next hazard let only four through—C. Pettitt, J. C. Smith, E. J. Chandler and B. H. Cox, in their Ford Ten-engined specials. Of these only Pettitt, eventual winner, overcame the third and steepest section of the day.

The moto-cross that has been introduced recently into a few trials was run at Shilling-ridge, where competitors had to speed around a rough circuit marked by a pylon. Smith and Percy Barden in the Cotton IV were the fastest here, followed closely by L. P. Notley (Cox II) and Chandler. After the lunch break, at the Chequers Inn, Fingest, Buckinghamshire, the first hill might have been the most interesting under less severe con-

DECEMBER 19.—B.A.R.C. Dinner-dance,
Hyde Park Hotel, Knightsbridge, London, S.W.1 for 7.30 pm.

19. don, S.W.1 for 7.30 pm.

19. done of the control of the

—M.C.C. haves
on-Avont Leunceston; and ness
10.30 p.m.
Herts County A. and A.C. Party and
dance, Kings Arms Hotel, Berkhamsted,
7.30 p.m.
—Vintage S.C.C. Measham Rally, Sandford Hotel, Church Stretton, Shropshire,
10.30 p.m.

Kevin Murray, of Sligo, at the wheel of his Ford special during the recent Irish M.G.C.C. Winter Trial at Embankment, County Dublin; specials class.



In 1.12 (L. F. Notay).

In 1.12 (L. F. Notay).

Mergan 4-4 Cirib.—All the rally and trial events recently have been hampered or helped by the severe weather. In the annual night rally, run on November 29-30, the course was made even more interesting by the snow, ice and fog that visited the Derbyshire hills and added unscheduled hazards. The last competitor "home" arrived in Leicester at 10 a.m. on Sunday morning to join the tired group of competitors and marshals for breakfast. Results: Open class: 1, Morgan 1,267 (G. 1, Stallard); 2, Morgan 1,267 (A. W. Taylor); 3, Morgan 1,098 (Miss A. M. Jervi). Closed class: 1, Austin 1,200 (G. L. Stratton); 2, Porsche 1,286 (H. Sutcliffe); 3, M.G. 1,250 (A. L. Dyke).

Sporting Owner D.C.—The Esso film show, at the London Gliding Club, Dunstable, Bedfordshire, on December 3, was a great success. Secretary W. P. H. Lockhart welcomed members and friends, and mentioned that there will be another similar show in January.

January.

North Midland M.C.—Although organizers of the Autumn Sporting Trial (December 7) had planned a course that would give competitors a sporting—and rough—day, they could not have arranged the frozen snow and ice that covered the observed sections on top of the usual ration of mud. Starting from the Devonshire Arms, Baslow, Derbyshire, the entry of 25 cars had 35 miles to cover. Three of the eight hills were unconquerable, and only the eventual winner, J. Lumley, surmounted a fourth.

Hardepools and D.M.C.—Severe icing

Three of the eight half winner, J. Lumley, surmounted a fourth.

Hardepools and D.M.C.—Severe icing conditions and frozen snow on high ground disrupted time achedules in the Cleveland dark Hambledon Hills area, Yorkshire. Members of the Stockton, Darlington, Newcastle, Burnhope, M.G. and Yorkshire Sporting clubs were invited to compete, and there was a variety of different types of car in the entry. After the morning road section, leading across moorfand roads, driving tests were held on the airfield at West Hardepool. Best performance of the day was put up by K. N. Lee, driving an M.G.; best novicewas C. Harrison, in a Frazer-Nash-B.M.W. Class winners: up to 1,000 c.c.: Stockton (M. Robinson); 1,101 to 1,500 c.c.: E. N. Lee; over 1,500 c.c.: Iaguar XK120 (A. Stater). Team award: M.G. North Eaniers—K. N. Lee, D. Butterwick, A. Strons Beat Hardepools member: Riley (E. Herbert). First-class awards: Ford (S. Weightman), M.G. (Dr. Armstrong), Ford (H. Lang).

Sunbac.—Annual dinner and dance is too formal a term to be applied to Sunbac's yearly party, to be celebrated on January 8, at the Town Hall, Sutton Coldfield, War-

wickshire. Tickets (22s 6d, 7s 6d dancing only) from the secretary, 106, Jockey Road, Suston Coldfield.

Sutton Coldifield.

Loughborough College M.C.—On Saturday, December 6, the first of the 25 competitors in the night rally left Loughborough. Conditions were "ideal," as the night was dry and most of the roads to be covered were ice bound, with patches of fog in some places. This required skilful driving and accurate navigation and time-keeping; many drivers lost few marks for late arrival at controls; nevertheless organizers had the satisfaction of being able to announce the final results from marks lost on the road section alone.

final results from marks lost on the road section alone.

The route led northward to the Buxton area, where a width-judging competition had to be undertaken. Immediately afterwards there was a timed ascent of a short hill, which provided some of the encitement of the night. Many cars suffered from excessive wheelapin; R. Utley's Dellow romped up the gradient, and P. Wing's Mayes Special was also very fast.

There were still many miles of motoring to Ashby, the finishing point. A secret check caused more to lose marks. It was a well-organized event, christened the "Miniature Monte."

organized event, christenes are Monte."

Results: Best performance: Rover (A. B. Longden), runner-up: M.G. TC (G. C. L. Plucker). First-class sward: M.G. K3 (W. A. Matthew). Second-class award: Austin Seven (W. Harrison). Third-class award: Standard Eight (H. R. W. Hughen).

Nottingham S.C.C.—The George Hotel, Nottingham, was packed for the annual dinner-dance on December 6. In proposing the tosat of the club, W. Harbord—who edits the club iournal—said that membership was over 450, despire the loss of Gamston, and that club activities had, in fact, increased. Among those present was G. Crossley, one of the original members. Mrs. J. R. Weldon-Jackson distributed the season's awards.

Sunbeam Register. Catering for owners

Jacknon distributed the season's awards.

Sanbeam Register. Catering for owners
of Wolverhampton-built Sunbeams, the
Register has nearly 400 cars on its records.

London-built Roesch Talbots are now to be
admitted into this hierarchy, thus meeting
the worthy demand for a Talbot Register
without increasing the present high population of one-make organizations. If will also
give Talbot and Sunbeam drivers the opportunity to compete against each other in club
events and to share in general club privileges.
(Mrs. W. Boddy, Honorary Registrar, Carmel,
Wood Lane, Fleet, Hampshire.)

Singer O.C.—Headquarters of the club

Singer O.C.—Headquarters of the club have been moved to Ashtons Hotel, London Street, Paddington, London, W.2, where meetings are held on the third Wednesday in each month at 8 p.m.

Mercedes-Bear Club.—The recent showing of the new Shell Le Mans film to members at the Kings Arms Hotel, Hampton Courr, Middleacx, was most appropriate in view of the Mercedes victory. A supporting programme of the Gordon-Bennett races was also shown, taking spectators right back to the early days of road racing.

the early days of road racing.

North Lendon M.C.—This recently reformed club has already a good programme of
social and competitive events. On December
3 a film show at the White Lion Hotel, Edgware, Middlesex, provided members and
friends with a cheerful if closely packed
evening, when some Baso films were shown
of both car and motor cycling events,



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### IN BRIEF

Juan Manuel Fangio, the world cham-pion racing driver for 1951, has bought a Jaguar XK120C.

Toledo Woodhead Springs, Ltd., made a trading profit of £93,441 (£70,192 pre-viously) for the 12 months ended on August 31, 1952. Profit for the year car-ried down was £28,795 (£26,689 previously).

Austin A.40 Somerset and Sports are the latest models for which Castrol lubrithe latest models for which Castrol inort-cation charts are available. The charts are suitable for wall-mounting in the garage, and they are available without charge from C. C. Wakefield and Co., Ltd., Grosvenor Street, London, W.1.

A new leaflet (CB.101) called Intro-ducing B.E.N., has been published by B.E.N. Patents, Ltd., High Wycombe, Buckinghamshire. It deals with the B.E.N. range of portable and stationary air compressors, and so on, and is avail-able without charge direct from the company.

What must be among the finest workshop manuals ever compiled has been produced by the Bristol company for all Bristol models to date. It has hundreds of pages and is visibly divided into sec-Distributors have been supplied with copies and private owners may ob-tain a manual for £5 5s. The binding permits the insertion of new pages, and each copy is numbered and a record kept by the company so that copies can be kept up to date in future.



new workshop manual for all Bristol cars produced to date.

Mr. Ian M. Gillett, previously general manager of Silentbloc, Ltd., Victoria Gardens, Ladbroke Road, London, W.11, Gardens, Ladbroke Road, London, W.11, has been appointed managing director. Mr. Brian H. Dulanty has also been appointed to the board. Mr. S. Buchan, M.A., B.Sc., Ph.D. (Cantab.), has been appointed to the board of the Andre Rubber Co., Ltd., Kingston By-pass, Surbiton, Surrey, a subsidiary of Silent-bloc, Ltd. He was previously general manager.

Chauffeur hire (by the hour, day, week or month) has now been added for Coronation year to the services provided by B. J. Henry, Ltd., the vehicle delivery agents of Oxford. This company has delivered more than 250,000 vehicles to British docksides during the last six years, and is closely connected with the Nuffield Organization in this respect. The new

chauffeur service, the firm suggests, may be particularly useful to motorists who are going abroad and wish to use their own cars to the quayside, having them taken off their hands at the last moment.

Mr. Harold Burke, M.I.Mech.E., M.I.Prod.E., F.I.I.A., director and general manager of Concentric Manufacturing Co., Ltd., Tyburn Road, Birmingham, and Co., Ltd., Tyburn Road, Birmingham, and director of a subsidiary company, Metaducts, Ltd., of Brentford, has been appointed joint managing director of the parent company. He has also been elected a director of the subsidiary companies, Rowmill Metals, Ltd., and T. Miller, Ltd., of Birmingham. Mr. Burke is chairman of the Council of the Institution of Bredigital Council of the Institution of Production Engineers, and was president of the Birmingham section from 1949 to 1951.

A new ocean terminal is being built by the Regent Oil Co., I 1. at Canvey Island, to provide additional storage and Island, to provide additional storage and distributing facilities for petroleum products in the Thames area. Up to the present the company has employed mainly hired storage on the Thames and Medway. However, owing to the everincreasing demands on public wharfingers' storage, and the growth of company business, this has now hecome inadequate. ness, this has now become inadequate. A further consideration has been the increased demand for aviation fuels, with special storage and handling requirements attaching to them. The new installation at Canvey will have a capacity of about 60,000 tons.

To commemorate the 25th anniversary of the factories of the Goodyear Tyre and Rubber Co., Ltd. at Wolverhampton, and Rubber Co., Ltd. at Wolvernampton, the company has just held a three days' silver anniversary celebration. The cele-brations were opened with a dance at the Baths Assembly Hall on December 15. The families of all Goodyear employees were invited to visit the factory and see were invited to visit the factory and see for themselves how tyres and other Goodyear products are made from start to finish. These factory trips were conducted over a period of three days. A whist drive and a boxing tournament were also held. The celebrations close with a grand gala dance at the Civic Hall tonight, December 19.

### Information Sought

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following information and handbooks:-

No. 16594. 16 h.p. and 20.9 h.p. Sunbeams
"R.W.H."—General experiences and tuning
data for the 1929 16 h.p. and 1933 20 h.p. models.
No. 16595. 1929 24.5 h.p. Marrmon
"C.N.H.W."—General information, maintenance data and a handbook for the straight eight
sports coupe.

No. 16506. 1936 Type 900 Mercedes-Benz
"J.T.S."—All possible information, maint
nance hints and a handbook.

No. 16507. 1949 Studebaker Charapion
"R.D.E.P."—Hints regarding tuning Carter
urburettor for economy, general experiences and a
orkshop manual.

No. 16508. 1929 A.C. "T.R.C."—Any available information and

No. 16509. 1935 M.G. Magnette N-tv

-type,
No. 1.510. Handbooks Required
"V.H."—1939 Standard Twelve,
"N.Y.D."—1937 B.S.A. Scout.
"R.W.P."—1938 Rover Staten.
"J.B."—1937 Singer Super Twelve,
"E.F."—1939 or 1946 Standard Eight.

The Autocar

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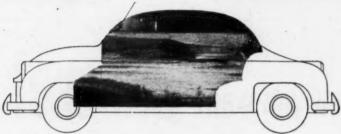
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- 1952 Ford Zephyr, heater, radio, 800 miles only, £895. 1951 Ford Consul, 5,000 miles, £756.
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- 1949 Humber Hawk, radio, heater, £595.
- 1951 Jaguar XK120, 14,000 miles, in perfect condition, £1,150.
   1947 Jaguar 3½-litre saloon, £575.
   1949 Ford Prefect, £450.

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	ARMSTRONG SIDDELL	Y 18 W	hitley !	Saloon				
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		I Steel						
	IACIJAD 21 C.S.I.	oon					875	
1949	JACUAR 31 S Saloon					1,263		388
1949	JAGUAR 31 Mk. V S/Salo			* *	* *	1,263	995	268
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1951	JAGUAR XK.120		* *	* *	* *	1,759	1,475	284
1951		* *			**	825	725	100
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1950	MORRIS Six Saloon					997	695	302
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1949	ROVER "75" P.3 Saloon		"			1,106	945	161
1951	ROVER "75 " P.4 Saloon					1,487	1,095	392
1949	STANDARD 18 Vanguard	Saloon	**	* *		919	595	324
1951	STANDARD 18 Vanguard	Saloon		* *		919	775	144
1950	SUNBEAM TALBOT "90	" Drop	h'd Co	пре		1,054	875	179
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Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

A.C.
1949 (Sept.) saloon, passed works, perfect, extras;
£685 nearest; smaller considered part.—24.
Northway Maghull, Liverpool. Maghull 456. 16075 A.C. dh. coupe, 1935, mechanically perfect, imitate cellulose, very clean interior, perfectly tained since new in genuine specimen could 190ms.—Carr Bros. Garages, Ltd., Sobo Garage, Cu. Wil. Ger. 66793.

XXX Cash immediately for good A.C.—H. P. Edwards, 28, Upper High St., Epsom 9400.

F. WARD, Ltd.

195 1 Air-Romeo 1900. 6,000 miles, fitted radio, heater, perfect example.

195 1 Air-Romeo 1900. 6,000 miles, fitted radio, heater, perfect example.

1 F. WARD, Ldd. Hanover Court Yard, Hanover St., COOKS, Control of Cooks, Control of Cooks, Control of Cooks, C

BARTLETT. Alfa-Romeo cars Wanted
Vil'as. W.11. (W1013 R OWLAND SMITH'S, the Alfa-Romeo buyers,— R Hampstead High St. (Hampstead Tube), Ham. 6041.

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alla-Romao cars.—Brooklands Track, Weybridge. Byfleet 520.

DARADE MOTORS (MITCHAM), Ltd.

1948 red 2-seater, in beautiful condition, mechani-cally perfect. £565. PARADE MOTORS (MITCHAM). Ltd.. 66-67. Monarch Parede Mitcham. Tel. Mit. 3392, IC3036 A Monarch Parsde Mitcham. Tel. Mit 3392. (C5936) R ING or write for latest list of rapidly chancing to stock.—Richards & Carr. 53. Kinnerton St. Wil-1952. Allard micon. black with brown isather, un-certainty of the control of the control of the £1,250.—Lisburre Garage Babbacombe Rd.. Torquag 704I.

7ANKARD & SMITH Ltd., offer 1949 Allard drop
nead coupe, grey with blue leather, 45,000 miles,
to owners, 2595, three months' written suarantee,
and 200 guaranteed used care of all makes.—159, Kings
1949 Care 25,000 miles, Hautless condition, allver
crey, red leather upholstery, twin for jamps, heater,
vell shod, 18/20mps, oll negligible, £355.—Beacon,
Coman Napphasser, Nr. Dever. Reartney 27, 15974

BARTLETT, the Allard buyers, 27a, Pembridge Villas, 1949 % drop head or saloon,—Hambling, 2. Abney 1949 % K. Kirkstall Rd., Leeds 5. [5648] ROWLAND SMITH'S. the Allard buyers.—Hampstead High St. (Hampstead Tube) Eam 6041 [5989/R RICHARDS & CARR, the best Allard buyers.—35.
Kinnerton & Wilton Place, London, S.W.I.

ALVIS CAR MART, LM.

1949 Aivis 14hp coupe, radio, guaranteed; £595.
Euston 1252

Euston 1252

Epps SROG effer:-

1950 (Nov.) Alvis 2-seater sports roadster, red, one careful owner, unblemished; £695; exchanges. LARCHES GARAGE, Green St. Green, Farabore'

### SALES & WANTS

Turn to page 88 for **Advertisement Form** 

### INDEX

	Linne
Agricultural Equipment	63
Ambulances	79
Auctions, Tenders, Appointments, etc	07
Axieshafts	00
Balancing	83
Batteries, Chargers, etc	83
Books, etc.	86
Brakes, Cables, etc.	80
Breakdown Vehicles	86
Business and Property	
Camshafta	83
Caravan Section	80
Carburettors, Economisers	83
Car Carpets	83
Car Covers	82
Care for Wire	88
Car Radio Cars for Hire Chromium Plating	88
Clothing, etc. Coachbuilders and Bodies Commercial Vehicles	83 83
Coachbuilders and Bodies	83
Commercial Vehicles	79
Cylinder Blocks	83
Cylinder Orinding, etc	83
Dynamos	83
	-
Electrical Equipment	83
Engines and Accessories	82
Exchange	-
Gas Carburettors	84
Gear and Steering Boxes	84
Oenerating Plant	84
Bloods, Cellulose, etc	84
Hoods, Cellulose, etc.  Botels Guest Houses, Accommodation	87
	0.6
Independent Suspension	88
Independent Suspension	84
Independent Suspension Insurance Loose Covers	88 · 84
Independent Suspension	84 84 84
Independent Suspension	84 84 84
Independent Suspension Insurance Loose Covers Magnetos Miscellaneous Mobile Canteens, Kitchens, etc. Motor Cycles for Sale	84 84 84
Independent Suspension Insurance Loose Covers	84 84 84
Independent Suspension Loose Covers Magnetos Miscellaneous Miscellaneous Miscellaneous Miscellaneous Motor Cycles for Sale Motor Gytes for Sale	84 84 84
Independent Suspension Locae Covers Magnetos Miscellaneous Mobile Canteens, Klichens, etc. Motor Cycles for Sale Motor Rearnes Motor Rearnes Motor Rearnes Motor Rearnes Motor Rearnes	84 84 84 79 79 79
Independent Suspension Loose Covers Magnetos Miscellaneous Miscellaneous Miscellaneous Motor Cycles for Sale New Cars New Cars Packing and Shipping	84 84 84 84 79 79 79 79 80 83
Independent Suspension Loose Covers Magnetos Miscellaneous Miscellaneous Miscellaneous Motor Cycles for Sale New Cars New Cars Packing and Shipping	84 84 84 79 79 79 80 83 84
Independent Suspension Lisuariance Loose Covers Magnetos Miscellaneous Mobile Camteens, Krichens, etc. Motor Bearnes New Cars Packing and Shipping Parts and Accessories	84 84 84 84 79 79 79 79 80 83
Independent Suppension Locae Covers Magnetos Magnetos Mobil: Counteens, Klichens, etc. Motor Cycles for Sale Motor Cycles for Sale Motor Cycles for Sale Packing and Shipping Parts and Accessories Parts and Accessories	84 84 84 87 79 79 79 80 83 84 85
Independent Suspension LIGHTANCE LOOSE COVETS Magnetos Miscellaneous Mobile Contreens, Kitchens, etc. Motor Hearneous Keer Care Packing and Shipping Patents, Experimental Work Pistons Placing Contreens Muffs, etc.	84 84 84 79 79 79 79 80 83 84 85 85
Independent Suspension LIGHTANCE LOOSE COVETS Magnetos Miscellaneous Mobile Contreens, Kitchens, etc. Motor Hearneous Keer Care Packing and Shipping Patents, Experimental Work Pistons Placing Contreens Muffs, etc.	84 84 84 79 79 79 79 80 83 84 85 85
Independent Supernation LIGARITANCE LOGGE COVERT Magnetos Miscellaneous Miscellaneous Mobile Omtteens, Klichena, etc. Motor Cycles for Sale Parts and Accessories Parts and Accessories Parts and Accessories Parts and Motor Motor Motor Cycles for Sale Radiators, Muffs. etc. Radiators, Muffs. etc.	84 84 84 84 84 87 79 79 79 80 83 84 85 85 85
Independent Suppension Locae Covers Magnetos Magnetos Mobil: Counteens, Klichens, etc. Motor Cycles for Sale Motor Gyeles for Sale Motor Hearnes New Cars Packing and Shipping Parts and Accessories Pasents, Experimental Work Radistors, Muffs, etc. Recaires, Welding, etc. Roof and Ress Luggage Hacks Roof and Ress Luggage Hacks Running Boards	84 84 84 87 79 79 79 80 83 84 83 85 85 85 85
Independent Superation LIGISTRACE LOOSE COVERS MINISTRACE MISSISSION AND MISSISSI	84 84 84 84 84 87 79 79 79 80 83 84 85 85 85
Independent Suspension Lisurance Loose Covers Magnetos Miscellaneous Packing and Shipping Parts and Accessories Patenta, Experimental Work Piscons Redistors, Miuffs, etc. Repairers, Welding, etc. Repairers, Welding, etc. Repairers, Welding, etc. Repairers, Galleneous Second-haneous Secon	84 84 84 84 79 79 79 80 83 84 83 85 85 85 85 85 85
Independent Supernation LIGISTRADE LOGIC COVERS Magnetics Magnetics Mobile Counteens, Klichens, etc. Motor Cycles for Sale Motor Cycles for Sale Motor Cycles for Sale Motor Hearnes Rew Cars Packing and Shipping Parts and Accessories Parts and Accessories Reguerers, Welding, etc. Regairers, Welding, etc. Regairers, Welding, etc. Roof and Resz Luggage Hacks Running Boards Galety Chas Second-hand Cars for Sale, Wanted and Second-hand Cars for Sale, Wanted and	84 84 84 79 79 79 80 83 85 85 85 85 85
Independent Supernation Lacurance Loose Covers Magnetos Miscellaneous Miscellaneous Mobile Omtteens, Klichena, etc. Motor Cycles for Sale Packing and Shipping Parts and Accessories Parts Land Accessories Parts Land Accessories Patenta, Experimental Work Pistons Radiators, Muffs, etc. Repairers, Welding, 6tc. Renations, Muffs, etc. Running Boarde Gafety Class Second-hand Cars for Sale, Wanted and Spares and Service Sile.	84 84 84 87 79 79 80 83 84 83 85 85 85 85 85 85
Independent Superation Losse Covers  Magneton Miscollander Packing and Shipping Parts and Accessories Patenta Experimental Work Piscollander Redistors, Muffs, etc. Repairers, Widding, State Redistors, Muffs, etc. Repairers, Widding, State Redistors, Muffs, etc. Repairers, Widding, State Redistors, Gales, State Responders, State Responder	84 84 84 87 79 79 80 83 84 83 85 85 85 85 85 85
Independent Supernation LIGGURAGE LOGGE COVERY Magnetos Miscellaneous Miscellaneous Miscellaneous Miscellaneous Miscellaneous Mobil Onnteens, Klichens, etc. Motor Cycles for Sale Parts and Accessories Redistors, Muffs, etc. Redistors, Muffs, et	84 84 84 87 79 79 80 83 84 83 85 85 85 85 85 85
Independent Supernation LIGGURAGE LOGGE COVERS MIRECHARDER MISSIANDER MISSIAN	84 84 84 84 779 79 80 83 84 85 85 85 85 85 85
Independent Supernation LIGARITANCE LAGGE COVERT Magnetos Mitachlaneous Mitachlaneous Mitachlaneous Mobil Counteens, Kitchens, etc. Motor Cycles for Sais Motor Bearnes New Oars Packing and Shipping Packing and Shipping Packing and Shipping Packing and Shipping Patents, Experimental Work Platons Radistors, Muffs, etc. Repairers, Welding, etc. Roof and Rear Luggage Backs Roof and Rear Luggage Backs School And Gars for Sais, Wanted and Sparse and Service Since Absorbers Springs Sipperdometers Sipprings Signers Signings	84 84 84 84 87 779 779 80 83 84 83 85 85 85 85 86 85 86 85 86 86 86 86 86 86 86 86 86 86 86 86 86
Independent Supernation LIGARITANCE LAGGE COVERT Magnetos Mitachlaneous Mitachlaneous Mitachlaneous Mobil Counteens, Kitchens, etc. Motor Cycles for Sais Motor Bearnes New Oars Packing and Shipping Packing and Shipping Packing and Shipping Packing and Shipping Patents, Experimental Work Platons Radistors, Muffs, etc. Repairers, Welding, etc. Roof and Rear Luggage Backs Roof and Rear Luggage Backs School And Gars for Sais, Wanted and Sparse and Service Since Absorbers Springs Sipperdometers Sipprings Signers Signings	84 84 84 87 79 79 80 83 84 83 85 85 85 85 85 85
Independent Supernation LIGARITANCE LAGGE COVERT Magnetos Mitachlaneous Mitachlaneous Mitachlaneous Mobil Counteens, Kitchens, etc. Motor Cycles for Sais Motor Bearnes New Oars Packing and Shipping Packing and Shipping Packing and Shipping Packing and Shipping Patents, Experimental Work Platons Radistors, Muffs, etc. Repairers, Welding, etc. Roof and Rear Luggage Backs Roof and Rear Luggage Backs School And Gars for Sais, Wanted and Sparse and Service Since Absorbers Springs Sipperdometers Sipprings Signers Signings	84 84 84 84 87 79 79 80 83 84 83 85 85 85 85 85 85 85 85 86 86 86 86 86 86 86 86 86 86 86 86 86
Independent Suspension Insurance Loose Covers Magnetos Miscellaneous Miscellaneous Miscellaneous Mobile Omtteens, Klichena, etc. Motor Cycles for Sale Parts and Accessories Radiators, Muffs, etc. Repairer, Welding, Ost. Running Boarde Repairer, Muffs, etc. Repairer, Muffs,	84 84 84 84 84 84 84 87 79 79 79 80 83 84 85 85 85 85 85 85 86 85 86 85 86 86 86 86 86 86 86 86 86 86 86 86 86
Independent Supernation LIGISATIANCE LOGGE COVERS Magneton Mobile Continens, Klichens, etc. Motor Cycles for Sale. Motor Gyeles for Sale. Motor Hearnes New Cars Packing and Shipping Parts and Accessories Parts and Accessories Patenta, Experimential Work Radistors, Muffs, etc. Recairers, Welding, etc. Roof and Rear Luggage Hacks Running Boards Gafety Class Second-hand Cars for Sale, Wanted and Special Companies of the Companies	84 84 84 84 87 79 79 80 83 84 83 85 85 85 85 85 85 85 85 86 86 86 86 86 86 86 86 86 86 86 86 86
Independent Suspension Insurance Loose Covers Magnetos Miscellaneous Miscellaneous Miscellaneous Mobile Omtteens, Klichena, etc. Motor Cycles for Sale Parts and Accessories Radiators, Muffs, etc. Repairer, Welding, Ost. Running Boarde Repairer, Muffs, etc. Repairer, Muffs,	84 84 84 84 84 84 84 87 79 79 79 80 83 84 85 85 85 85 85 85 86 85 86 85 86 86 86 86 86 86 86 86 86 86 86 86 86

### MOTORISTS! ACCOMMODATION-HOTELS GUEST HOUSES, ETC. FOR

BUSINESS OR PLEASURE See page 87

ALVIS

CORDIALLY wish all readers a Merry Ohristmas and a Property New Year: the new tax rating will selection of pre-war models from as little as 475; we can also offer help with sparse, repair, insurance and latest type H.P.—17-19, Brook Mews North, Paddington, W.2. Pad. 4710.

GUY SALMON AUTOMOBILES offer:—

1938 Aivis 12/70 drop head coupe, one owner: £550.

—Portsmouth Rd., Thames Ditton, Emberbrook 5551-25

BROOKLANDS: Aivis distributors, new 3-litre.

1952 Alvis 3-litre sports 2-seater.

1951 Alvis 5-litre coupe, radio.
1951 Alvis 3-litre saloon, radio, heater.
1950 Alvis 14hp saloon, small mileage.

1950 Alvis 14hp sports 2-seater, extras. 1948 Alvis 14hp saloon, radio, heater.

1948 Alvis 14hp Tickford coupe, radio.

".VIS cars examined and approved by makers.

BUY or sell your car.

103. New Bond St., W.1. Mayfair 8351-8. [C1026

Chipstead Motors, Ltd.—See our advertisement under Sports Cars."

1949 Alvis T.A. H sports saloon, grey with leather, excellent condition throughout G. W. WILKIN, Ltd., 1. Weston Park, Kingst Thames. Kin 2241.

PERFORMANCE CARS.—Good selection always available; written guarantes.—See under "Sports Cars."
[C5041/R

1937 mole Avit Speed 25 fours, finished in black, fitted heater and new hood, this car has an account of the control of the co

performance, black, red leather, very attra-performance, black, red leather, very attra-performance, black, red leather, very attra-coupe, 1984, unablemished coachework, no age only, exceptional value at 2638. 2014, Open III 7 pum. Write for cala-all day Saturday, 27th December,

GUY ALFREDS & Co. Ltd. 1950 seater black/red leather negligible order: £725 - 6-7 Warren St. W 1

LATE 1951 3-litre saloon, small dition; many improvemen type headlamps etc.—Full detail quest.—Box 4354. 1937 Alvia Spec exc £325.—Jacquier Ltd. Riverside 6677-8.

495 sns.—Aivis 14. November 19
495 sns.—Aivis 14. November 19
leather upholatery, sliding glas we bough heater endo year of the state o

ALVIS

A LVIS saloon, 1938 model 19.8, distinguished-looking car, fast and comfortable receilurosed, good tyres, interior excellent, remarkable bargain at £395, offered only because new oar arriving.

-15, Bolton St., Britham. A LVIS saloon, 1958 mo

OWLAND SMITH'S Care Wanted

R OWLAND SMITH'S, the Aivis buyers.—Hampetead High St. (Hampstead Tube). Ham. 6041. [0941/R AIVIS cars wanted for cash.—The Mindhead Motor Works Ltd. Tel Hindhead 663. XXX Cash immediately for good Alvis.—
By Edwards, 28. Upper High 88., Epsom OHARLES FOLLETT, Ltd., buy good late mode: cars.

—16, Berkeley St., W.I., Mayfair 6266. Service
Works and Stores: Barndale Yard, off Eigin Ave., W.9.

Tel. Cunningham 5936-7-8. [0990/R]

SERVICE and spares for Anvis care.

A LVIS, Ltd., Service Station, 852, Pinchley Rd., London, N.W.I. Tel. Speedwell 6762-5-4, 'Grama A don, N.W.I. Tel. Speedwell violation, No. A Alvis. Ld. Alvis. Ld. Alvis. Ld. Service Station, Holyhead Rd., A Coventry. Tel. 5501. 'Grams, Alvis, Coventry, 1981/R CHARLES POLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. SPARE parts.

SERVICE: Barnsda's Yard, off Eigin Ave., W.2. Tel. MANCHESTER.—Alvis repairers and spares, main A. FREEMAN, Ltd., Grosvenor Carage, Burnage Lane, Manchester, 19, Rus. 2874/5. [0653/R

K INGSTON-ON-THAMES.—Sales, Service and Spares,
—G. W. Wilkin, Ltd., Weston Park, and 94 Eden
St., Kingston 2241

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SIMPSON'S MOTORS offer:-

SIMPRON'S MOTORS offer:

1950 Buick Riviers coupe. fitted radio, heater, seat
1951 Senter Street.

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1958 Senter Street.

1959 Senter Street.

1951 For Customs V S --Joor saloon. fitted with heater.

1951 For Customs V S --Joor saloon. fitted with seat.

1952 Firmouth 4-door saloon. fitted with seat.

1957 Senter Street.

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19

ECNARD WILLIAMS & Co. (1940). [Ad.,

ACKARD sole concessionaires, offer:-

1951 Packard 200 de luxe 4-door saloon, RHD Ditramatic transmission, radio, heater.
seat covers all extras, low mileage.
1047 Packard 6-cylinder Clipper de luxe, 1947

RHD radio, heater, seat covers, les mileage exceptional condition. leather, low

RHD radio, heater, low mileage

LEONARD WILLIAMS & Co. (1940). Ltd., Great West Rd., Brentford, Middlesex Ealing 3400, 10891/R JUE THUMPSON (MOTORS), Ltd., offer a sex of American care.—97 Fulham Rd., 8.W.3

1938 Graham 22hp 4-door saloon, excellent ord throughout, very good tyres, taxed, £100 ca er terms —H Rose The Lynch Garage Unbridge 122.

METCALFE & MUNDY always have a good selection of post-war American cars; we are always interested in purchasing good condition post-war American BUICK Super 51 saloon delivered new in March. 1952. HUDSON 1948 4-door saloon

OR full details see under classifieds.

METCALFE & MUNDY 280 Old Brompton Rd. 18064

Simpsona American Gars Wanted
Simpsona Agers Wendler 6691 3005 (W6015-R

A MERICAN post-war car required.—Bartlett 5, Widdicombe Ave Parkstone Dorset (Canford Fift)

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home counties require good Chevro et cars.—Upper St. Martin's Lane, W.C.2. Temple (WIC2)

ARMSTRONG SIDDELEY

P& J

PASS & JOYCE, Ltd. (London & district distributors) 1950 Armstrong Siddeley Whitley saloos, black, one owner, in exceptional condition; one week's free trial; guarantees; £895.—184. Gt. Port'and St. W.I. Museum 1001. HENLYS, Ltd. offer:

951 Whitley, blue with beine unbolstery, in appearance in the secondition, carefully used by one own by the control of the carefully used grant on the carefully used to the careful

WANSTEAD MOTORS, Lad., offer:-

1947 Armstrong Lancaster 4-door saloon, in very WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000.

GUY BALMON AUTOMOBILES, offer:-

1950 Armstrong Siddeley Lancaster saloon, 19.

1950 Armstrong Siddeley Lancaster saloon, 19.

1950 Portamouth Rd. Thames Ditton Emberter (1950)

BROOKLANDS: Individuality, new and used ears. 1952 Armstrong Hurricane coupe, 1,500 miles.

1949 Armstrong Lancaster, serviced by makers.

103. New Bond St., London, W.1. Maytair 8351-6. CASS'S MOTOR MART.—1959 Armstrong 25 limousing back, leather throughout privately used, exceptions

1950 Armstrong 18 Lancaster saloon, black, heater, 1950 unblemished one owner. 1949 Armstrong 16 Hurricane coupe, black, heater, funding and participation, one owner; written guarantee.—5, Warrens 81, W1 Emision 3523 [C]030 80 miles only.-1952 (Dec.) Hurricane drop hea £1.557 accept £1.100 or nearest.-Gascoine, ton House, London Rd., Cheltenham, Tel. 5821

CAMDEN MOTORS.—Armstross Siddeley Lancaster and a color mison, sate 1946 (November), big engine mesh gent post, big engine mesh gent post, bester, etc., £528, mison, sate, post, color four-modern for post of the post, post

1946 Armstrong Siddeley Hurricane.
1946 cellent condition; unrepeatable—Clayton's Care (London). Ltd., 537, Et.
don. N.W.I., Tel. Euston 5228 '5 lines).

don. N.W.1. ret. Euston 5228 (5 inter).

1939 Armstrong Siddeley 16hp saloon, exchanges welcomed; 40 cars a lways in stock. Motors, Ltd., 26, Tulse Ifili, Brixton, S.W.2.

7106.

R OSE & YOUNG, Ltd., offer 1950 Armstrong Lancaste as John Helps, excellent condition throughout the condition throughout & 865.—65-69, Sternhold Ave., Streatham H! 8 W 2 (1 ar nute Streatham Hill Station), Tules H. 6464.

6464. [C30: 695 gas.—Armstrong Biddeley, 1950. Hurricane 18h heater, radio preselector, one careful owner, 18.6 heater, radio preselector, one careful owner, 18.6 classes. German Gardinanes.—Rowland Smith.—Below. 1948. Burricane drop head course, Cambridge Careful of the Care

604' A RCHIE SIMONS & Co., Ltd.—1940 Armstr leg 17hn 7-passenger impossine, colour b face forward occasionals, othe owner only; excellent condition throughout, foldesh live can ununum coul., defend at the attractive fraure 50, ch. Pediatron Siddeley Gars Wanted

M THE CAR MART. Ltd., wish to purchase Armstrone foldeley cars.—\$20. Euston Rd., N.W.I. Euston [212] ROWLAND SMITE.

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Cash immediately for good Armstrons Sideley—H P. Edwards. 300, Ge. 200, Ge. 7-SEATERS 1938/39 Limousines required, 17hp/25h; privately owned, cash waiting. Alpe & Saunder Providence Court, North Audiey Street. Mayfair-294

A BOUT £400 cash offered for good sound 1859 Hurri-ane with heater, manual gear box preferred—Dr Jolles, 462, High St., West Bromwich. [5906] PASS & JOYCE, Ltd., London and District distribu-tors, wish to purchase carefully used post-war Armstrona Siddeley cars.—184, Gt Portland 67., W 1. 103857 R.

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A RMSTRONG SIDDELET owners, complete overhauls service: 48 hours exchange engine service; prompting maranted work by specialists changes, reconditioning presented of the property of the prop PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931.

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BROOKLANDS, Aston Martin distributors; buy or sell your car. -103, New Bond St., London, W.1. [C1028 1938 2-litre Aston Martin d'h. coupe, black, excellent 1939 Aston Martin 2-litre mileon, black, red dition.—Offers Jessem ne Cottage, Whampie, Devo

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SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel Windsor 2003-3. [0196/8]

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A USTIN 7 sun saioon, excellent mechanical candi-tion, good tyres; £150.

MORGANS GARAGE (HOUNSLOW), Ltd., 780, Lon-don Rd. Hounslow Tel. Hounslow 4422, [5386] £105.—Late 1937 black Ruby micoon, new tyres, 1939 Austin Sig 7 saloon, blue with blue leather, one owner, recently overhauled; £225.

R. C. WilmBUSH, Ltd., 512, Earl's Court Rd., London, &W.5. Fremantle 8401. 1934 Austin 7, good condition, very clean appear-ance, £160.—Salcott Motors, Is, Salcott Rd., E.W.II. Battersea 1187

175 gna.—Auxtin 7, 1936. Nippy sports 2-essers, green, fawn jeather, very sood condition; terma, exchanges.—Forwland Smith.—Below.

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£75.—1934 Austin ? de luxe saloos, an excellen economical little motor car.—Bray Motors, 180 184, West End Lane, N.W.S. Hampstead 6490. [C106 1939 Austin Big 7 4-door saloos, excellent tion throughout, carefully maintaine beautiful little car, must sell; 4235.—Tel. Poo.

32000 miles only!!—1958 Austin Big 7 4-door who has lavished every care and attention on this original; a gift at £265.—Northern Motors of Ha 186-194. Pinner Rd. Harrow 4446.

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ROWLAND SMILES the Austin Suyers.—Hampstead High St. (Hampstead Tube). Ham. 6041
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1946 Austin Shp guaranteed; £335.—Car Mart, Euston 1212. Ruston Rd. N.W.I. [C1068

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1947 Austin 8 4-door saloon, finished black with hrown leather upholstery, a really well maintained car in excellent condition throughout

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HRE purchase terms on the spot with no reference to formalities or guarantors; part exchangour present motor cycle or car; always 200 cars; 2400 to choose from RATMOND WAY, Canterbury Rd., Kilburn, Maide Wale 6044 connecting all branches at partments (Kilburn Park Station, Sakerloo in partments (Kilburn Park I yards). JACK ROSE, Ltd., offer:—

1947 Austin 8 4-door saloon, one owner, open to any examination; accept £325.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. (Consecution 6677-8 1946 Austin 8 saloon, black with brown leather:
G. & R. GARAGE, Ltd., 33 Victoria Rd., Supties, IC365

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Ruarantee: E259.

C & W MOTORS, Ld., Queen's Head Garage, Mast
End Rd N.3 Finchiev 6256 (5 lines). [Cloud

1947 Austin 8: £425.—Herbert & Mills, Church R4.

1946 Austin Shp saloon, really exceptional condition; £375.—Wembley Court Motors, His

ustim & ss.oun. one owner, faultiess: £395 beers Carage. Wellesley Ave., Examperant Lde 5645. 174/ Rogers Charge, Wellesier Ave., Hammermith, W. Hyrer, de fields of model Austin B. alloof. Letter 185 etc., 185

1946 (Oet.) Austin the maloon, specification of the control of the

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—597 Euston 84. N.W.1. Euston 1212.

GWLAN SMITH'S. the Austin buyers.—1809.—1809. Stam footiers.—1809 R Seed Bign of Chamber of Austin 8.—G. Edwards, R September Lane. Harvenden. Herts. Tel. 118. PRIVATE advertiser requires 1939 Austin 8, good condition; reasonable cost.—McClean, 130, Peper-harew Rd., Godalming 791.

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946 Austin 10 de luze unicen. 30.000 miles; £385. RUSSELL MOTORS (KNIGHTSBRIDGE), Lad., 47. Sloane St., S.W.I. Tel. Sloane 9288. [C3080 C.M.I. CAR SALES (Pri. 6623) offer:—

CM.I. CAR SALES (Pr. 6633) offer:—
1946 Austin ID 4-15-door salesth, black, brown
HREE months' guarantee; terms; list on applica1947 Austin 10hp alson de luze, black, one owner,
1947 Austin 10hp alson de luze, black, one owner,
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1947 Austin 10h alson, two owners only, nice order
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1937 Austin 10 saloon, exceptional condition throughout: £225.—L. F. Dove, Ltd., 69. Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077] 1939 Austin 10 4-door saloon, black, brown leather choice of two: from 4225.—Burkes Motor 295, Lewisham High St., S E.13. Tel. Lee 1051 (Close 1936 Austin III Cambridge saloon, exceptional con-dition, new batteries and tyres; best offer accures - Walters, Central Carage, Abermayenny.

225gns.—Austin 10. 1939 model Cambridge de lu saloon maroon silding head, maroon leath good tyres, excellent condition: tared; terms, exchange

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COVILAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham 5041. (1920). R EQUIRED immediately, good Austin lis.—St. Edwards. Amenbury Lane. Harpenden. Herts. Tel. 118: (W2000) CAR MART, LAG. AUSTIN A46

ONDON Distributors

1952 Austin A40 Somerset saloon, heater, B.M.T.A. 1951 Austin A40 Devon caloen, radio, heater, 13.000 1951 miles, £595 —Car Mars, Ltd., Austin House, 297, Euston Rd., N.W.I. Susten 1212. 1951 A40 sports, cream, 5.000 miles only, stare unused, as new: £200 under list,—Park 4830. 1951 Aso saloss, heater, 14,000 miles, one owner; ROWLAND SMITH'S, the Austin burers.—Hampstead RowLand SMITH'S, the Austin burers.

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1949 Austin A40 saloon, fitted heater; £495,

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1951 (July) Austin A40 de luxe saloon, hester. Be.ow. 1950 Austin A60 Countryman, one owner, 15.000 ml.es, used private only; £525,—Broadway Motors, 67, Huen St., Mouna.ow, 78, 0178.

1952 Austin A40 Somerset ml., 9.000 ml.es, 2700. W.L. May, 8081. (C3043 1951 Austin A40, 7,000 miles, B.M.T.A. consent at new - Herbert & Mills, Led 75 Gt. Portland

1952 Austin A40 Somerset, 6,000 miles, new con-dition, heater; ofters.—Lambretta, 215-219 The Broadway, Wimb.edon.

£525 -Oct., 1949, sliding roof wireless, holding condition, one of after 6 p.m. -Gladstone 1911.

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£535.—1950 Austin A40 saloon, one ow 1951. £635.—Le Grice Elers. Rrompton Rd., South Mansington, S.W.7.

1949 (March) Austin A40 Davon saloon blue leather upholstery, radio, heat demister, non-draught windshields, 19,594 mil

Gemister, non-draught windshields, 19,594 mile owner; \$525. W. J BROWN, Ltd., established over 30 years 339. Finchley Rd., H.W.S. Hampstend 4414.

JOSTIN A40 (July, 1951), sun roof, heat imp. etc., 9,000 miles only faultiess of throughout; price £625.—45. Mitcham Lane. Str. 6, W.16. Tel. Streatham 2014.
1952 eries A40 alsoon, olive green, genuin garr, spare, unused. Immaculate: nearest £671.

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regularly serviced, cream with brown lea stery, immaculate inside and out, perfect (22.000 miles only) tyres first-class, every-ing and complete; taxed year; indistingui-new private only; bargain at 2670.—Tel. 2612 (after 6 pm.).

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-Hattons, Lord St. Southport. (0786-R A 8 new post-war Austin A40 required. -80, Ryecroft Rd 8 W.16. Tulse Hill 2768 (day). SOMERSET wanted privately lowest possible mi e-age -665. Durham Rd. Gateshead-on-Tyne, Tel. 75532.

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1938 (June) Austin 12/4 Ascot saloom, black, in
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1939 back written guarantee. 6275
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1947 Austin 12 saloon, one owner: £450 —Withams.
18 Balham Hill. S.W.12. Batterson 5.806164 5709. —1930 12./4 tourer excellent engine and tyrea.

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Austin Twelve Care Wanted

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THE CAR MART, Ltd. London distributors, wish to
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5.45 -1948 Austin 16. green. brown uphointery.

DRHAM SERVICE STATION Ltd. Dusham Sucra.

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1948 Austin 16 saloons heater one owner, choice of 5 £385.—W thems, 18. Balham Hill. 5.W.12. Batteress S283-5793.

5.595 Austin 18 1949 de luxe saioon, sun roof, in-ceptional condition; taxed terms, exchanges, JOHN CAMI-BELL MOTORS, 415. Bolloway Sec. N.7, North 4441.

1948 Austin 16hp sun micon, one owner, L. F. Dove, Ltd., 111-115, Addiscon Croydon, Addiscombe 3056. £545 | 11-1949 Aust.n 16hp saloon, black, brow leather, radio and heater; also 1943 at £466 - Vandervells, 215. Haverstock Hill, N.W.3. Primros

1947 Austin 16 aun mloon, binck, bli 6595 — Grove Garage & Motors, 522, Pore Ion, N.S. Tot. 4162. HIRE Limousine 1951, partition.
Hisnail mileage. £795. (Fifty
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Audiey Street. Mayfair-2941.

1950 Austin 16 hire car be change, exceptional barrain (Austin Agents). Staines. Middle 595 cms.—Austin 16, 7939 dilding head, brown uph 595 ens. transpitead Tubel. Hampstead 6041.
\$57511-1 am magnifacent. I am just hi
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changes, Finchley Showroome, 421, High Rd., Funch-Lley, N.12. Flin. 6221.

HEARRS 1802 Bearer-Deck streamline, Delune Cuach-service, Alpe & Saunders, Providence Court, Addley Street, Marjain. 2941.

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MAKE your enquiries to USTIN House 297 Susson A USTIN House 297 Eusen ROAD League. N W 1 TELEPHONE: Euston 1212

CAR MART, Ltd.

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1952 Austin A90 saloon, redio, heater, 100 miles; 1952 Austin A70 Hereford saloon, 5,000 miles; 2895.—Car Mart. Ltd., Austin House, 287, haston Rd., N.W.I. Euston 1212.

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1950 radio and heater, finished in green with being updoxisor, very sound throughout, 650gm.

Historians is or contained in green with the purenase are contained in present the purenase of the

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1951 Austin A70 Hareford saloom, grey, 15,000 miles.
NEWNRAM House, 255-7-9 Hammeramith Rd., Lon-fOxed Calkers, 14d, 6467:—
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952 Austin A70 Hereford saloon, green with brown leather, heater, 5,000 miles only; £100 under OM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-8-7. [C2020

H. A. SAUNDERS, Ltd., offer:-

1950 Austin A70 saloon, black with grey uphol-18.300; £675, radio, heater, etc., recorded mileage 836/942. High Rd., N.12. Hillaide 0024.

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venor 4778-5.

D. J. SHEPHERD & CO. (ENFIELD), Ltd.

1951 Austin A70 Hereford saloom, blue, he ceptional condition; £675.—D. J. She Co. (Enfield). Ltd., 435. Hertford Rd., Enfield.

1951 A70, 16,000 m., left-hand drive; £700.

1950 (Dec.) Austin A70 saloon, grey/brown leather, TickFoRD, Ltd., 5, Upper St. Martin's Lane, W.C.2. [C4029

1951 Austin A90 saloon, black, red leather, genuine low mileage, one owner, spare unused; 2745.

R IPCO, Led. (Austins purchased), le Albemarle St., Mayfair, London, W.I. Regent 2952. [C3052

1951 Austin A70; £575; terms, exchanges.—Key-stone Garage, Lad., Exeter Rd., Bourne

1950 Austim Hampshire, radio, heater, good tyres, carefully maintained; 2675.—Gunn, 64, Wake-1951 A90 saloon; £795.—Clayton's Cars (London), London, N.W.1, Tel.

1951 (Nov.) Austin A70 Hereford gal., 7.000 miles. Audley St., W.1. May. 3051.

1951 Austin saloon, A90, heater, wireless, as new, one owner 7.800 miles; £750.—Marsdens, Dramers, Matlock, Derbyshire.

ALFREDS & Co., Ltd.-1950 Austin A90 power-rated convertible, radio, heater, annual mileage, 8-7 Warren St. W 1 Euston 3268. [Clobe

1952 Austin Hereford, finished in green, 14.000 miles only as new; £795.—L. P. 1950 (May) A70 Hampshire sain shed in green with being and heater 23,000 miles, good cond SHAW MOTORS, Ltd., 666-678. G don, SW.17. Wim. 3031-2.

1951 (March) Austin A70 Hereford saloon, heater low mi eage; £765.—Wimbush & Ltd. Abbey House, Victoria St., S.W 1. Abbey

1950 (December) Austin A70 Hampshire abowroon condition — Arlington Motor Co., Ltd., High Waltham Cross Herts, Tel Waltham Cross 1850,

1951 A70 Hooper built utility Countryn tionally well maintained; £595 Ltd., 225-7. Hammersmith Rd., W 6. Rivers

£635.—1951 Austin A70 Hampshire as owner.—Le Grice Elers, 107-9. Old

1950 (March) Hampshire A70, brown, 16,000 miles, grauine, radio, heater, unrepeatable at £585. — Jack Pozner, (Autos). Vaughan Ave., Hendon, Hen-

AUSTIN A70 & A90

A 90 sal., grey, superlative condition, fully guaran-bargains.—Folkestone Motor Co., Ltd., Sandgate Rd. Tel. 51751.

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Lules: £735.

339. Finchley Rd. N.W.3. Hampetead 4414. 1952 A90 sports saloon, black, heater, 2 sidered.—Austin House, 144. Golders Gre. N.W.11. Speedwell 6011.

1950 Austin A90 power-operated green, radio, heater, one over spare unused. £885.—J. Davy, 180. High St., W.S. Western 9641.

1951 (April) Austin A70 Hereford, blus, heater an to-der's better and to-der's bright from the control of the c

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AUSTIN EIGHTEEN

1937 Austin 18 7-seater saloon.—Autowork, Ltd., Winchester, Tel., Winchester 4834, [C1010] GUY ALFREDS & Co., Ltd.—1935 Austin 18 7-seater. excellent.—6-7. Warren St., W.1. Eusten 5268 [O1005

1939 Austin Iver, privately owned, good co 8695.—John Gray 20 Hermitage N.W.2. Speedwell 1242.

295gns.—Austin 18. September 1939. Norfolk de luzes saloon, black, silding heed, green leather, unworn tyres, excellent condition; terms, aschanges.—Rowland Smith.—Below. 145gns.—August 18. 1936, Heriford de luze saloon, 145gns.—August 18. 1936, Heriford de luze saloon, consideration of the luze saloon of the

IMOUSINE 1939, partition, 7-forward, leather, care-fully maintained, immaculate, certified mechani-cally. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941.

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1938/39 privately owned Limousines also 7-pas-senger Saloons, urgently required. A. & S., Providence Court North Audier Street. Marfair-Willow

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I IMOUSINE Ranelagh, 1939, partition, forward scos-sionals, leather, wonderful condition throughout, mileage negligible, low cost, (Tax £12/10.) Alpe & Saunders, Providence Court, North Audiey Street, May-fair-2941.

AUSTIN A125 & A135 CREB offer:-

Austin Sheerline saloon, finished in grey radio, speedometer reading 15000 miles, undoubtedly genuine, carefully used and maintained; this mannifectur tenjele is practically indistinguishable from new across automatical statement of the second st

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1952 Austin A125 Sheerline saloon radio, heater, House, 297 Euston Rd., N.W.1. Euston 1212. [C1059] 1949 Austin Princess, 15.000 miles; £995.—Clayton's Cars (London), Ltd. 537, Euston Rd., London, N.W. 1701 Every 5296 (S. 1987).

TOM GARNER, Ltd., offer:-

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LIMOUSINE 1951 partitioned Sheerline, fa ward, black, carefully maintained, low reasonable cost, (Tax £12/10). Alpe & Sa Providence Court, North Audley Street. Mayfa

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ROAD, London, N.W.1.
TELEPHONE: Euston 1212.

1950 Austin Sheerline maloon, low mileage, prefer-ably black, urgently wanted,—Northways Garage, Swiss Cottage, N.W.5. Primrose 1127, [W3056

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FOR sale.—September 1950 Austin Sheerline one owner, genuine mileage under 1,000 mil-1951 Austin A70 shooting brake, 10,000 1 highest nffers or exchange for late diesel lorry.—Thomas, South St., Wella. A CHIE SIMONS & Co. Ltd.—1939 Austin 18 Jrs.
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ROWLAND SMITH'S, the Austin buyers,-stead High St. (Hampstead Tube). Ham. AUSTINS wanted.—Smiths, 88, Chalk Farm Rd., N.W.1. Gul. 2767.

MARSTON MOTOR Co. for your Austin.—Tel. Ses. 8000. Seven Sisters Rd.. Tottenham, N.15. [0598/R HATTONS, of Lord St., Southport, will buy Austine, 193º to 1950. 8 to 16hp, in condition above average, 1978/7

Cash immediately for good Austin.—

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FIRST-CLASS mechanics and highly efficient super-vision produce the best results. No. 8 Riv. 3885.

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THE CAR MART, Ltd.

ONDON distributors: spare parts for all model cars and trucks.
THE CAR March 12d. Weich Harp. Edgware Rd., THE CAR Mandon 6500, and at 16, Touridge Rd., Eating, W.9 (Enting 6717), and 382, Streathan High Rd., St. 16 (Streathan 7511).

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PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; ex-tors, brake sones and electrical units from stock; repairs and service to Austin exclusively.—57. Acre Lane, S.W.Z. Brixton 1155.

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HAVE a very fine selection of post-war Bentley cars from £2,350, Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0006/R EXCHANGE OF sell

1950 Bentley Mark VI saloon.

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ALL reasonable offers considered.

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1934 St.-litre Bentley 4-door saloon by Throup & 1934 St.-litre Bentley A-door saloon by Throup & 1934 Lister's sammation and the saloon of th TACK OLDING OF MAYPAIR,

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New (large bore) Mark VI Bentiey with Prestone & Nweb owner-driver sal. coachwork for early delivery. 1950 Mk. VI Bentiey sanadard asloon, 19,000 miles; 1950 Mk. VI Bentiey standard asloon, 64,000 miles; 1949 Mk. VI Bentiey power-operated coups by Fark Mk. VI Bentiey power-operated coups by Fark Mk. VI Bentiey Bower-operated Coups by County Cou

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The Typic to call and inspect their unique selection of Bentiey cars.

1950 (september) Mark VI Bentley standard steel 1950 saloon; black with brown unbiolater; radio and bester, speciometer reaching 13,000; in faultices

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1949 Bentley Mark VI standard steel saloon, 27,000 miles, one owner, an absolutely faultiers one owner, an absolutely faultiers of the standard steel saloon, 44,000 and 1948 miles, maintained by makers, aspecially fine example: \$2,290—Portamouth Rd., Trames Ditton, (C600)

1935 Bentley 34-litre 3-door saloon by Vanden H. A. SAUNDERS, Ltd., 326-359, Euston Rd., N.W.1. [6010]

BENTLEY (3- & 4-litre)
1947 Bentley Mark VI Standard Steel saloo
with brown leather upholstery. 22,165
PADDON BROS., 60. Cheval Place, Bouth Ken
2 W 7 Tel Kea. 6477,9478 on black

C3033

E W 7 Tel Ken. 6477/9478. (2003)

CAMDEN MOTORS.—Bensily—see our special advert.—
On page 55 in this issue.
On page 56 in

CASS'S MOTOR MART,—1934 Bentley 31/2-litre Park Ward sports saloon, blue, immaculate; £625.—5, Warran St., W.I. Euston 4110.

BENTLEY 44-litre (51.10.56) Park Ward D.H. coupe, very good condition, new hood and battery. 20, Aylestone Ave., N.W.6. Wil. 7559.

Ayissione Ave., N. W. 6. Will, 1000.

1950 (June) Bentley standard steel taloon, black and mechanical coundrion excellent throughout.

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CHARLES FOLLETT, Ltd., accredited Rolls-Boyce and Bentley retailers and repairers, offer at keen, competitive prices the following-need 1953 high bore, standard steel asloon, metallic gray, offered at list price. 1951 (Dec.) Bentley Mark VI (tip pore) 43-litter of the standard steel asloon, metallic gray, offered at list price. wary carefully maintained age 10,000 this car has been from new; reducion, 62,975.

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OPPLOAD STANDARD S

1951 (March) Bentley 44.-litre steel sports saloon, the steel sports saloon to sport sport sports also sports sport sports sports sport sports sports sports sport sports s

BENTLEY Mark VI (Oct. 1950) standard grey steel saioon, maroon leather, loose covers, one owner, maintained and recommended by the makers, low mileage and in first-class order throughout; £5.275.—
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H. A. FOX & Co., Ltd., officially appointed Rolls Royce and Bentley retailers, have swaisble a lare selection of low mileage Rolls-Royce and Bentley care price list on request.—3/5. Burlington Gdns., Old Son St., W.J. Regent 7857.

1939 Bentley 44-litre MX chassis with lovely just repained, new mate and head lining fitted a most attractive car in every way, £1.985.—Taylor & Grawley, 48. Kensington Court. W.S. Western 6015.

1948 Bentley Mark VI 8.8, saloon. 26,000 mi holatery, rear wing valence, fitted, beautiful seading 22,450.—Clarke's of Pirbright, officially associal Bentley retailers, Pirbright, Surrey. Brookwood 2201

1937 4% Bentley ranor-edged sports asloon by Free-nificent stone & Webb, a beautiful car in really mag-nument of the sport of the sport of the sport of the available for £400 sport this year, £975. Enstone .309. Howard House. Dolphin Square, S.W.1. Tel. Victoria 5000 (ext. Howard 509).

BENTLEY, 1948 (July) Mark VI 4½-litre states as sports asioon, black with grey hide uphoradio, one owner, engine and chassis completely hauled by Bentley, including current modificatiowroom condition throughout; details from Motors, Regent Rd. Orea Yarmouth \$375-8.

Motors, Regelss rea. Greek Parmoull Sero-s. (2000 £2250 — 1986 (Nov.) Bentley Marx VI standard recording saloon, export finish, i.e., chromium waist front essa; undercree washers, special sumpers and air cleaner; this car has always been maintained by Measur, Bentley Motors, Lod., including recitioning up Measur, Bentley Motors, Lod., including recitioning up offered.—Harry Martin, 23. Devonshire Place Mews. London, WI. 1

London, W1.

1936 Park Ward 4-door Sty-litre Saloon, book excellent throughout.

1938 mitred edge children ward pillarise black, excellent history, exceptions condition. £1265.

1947 Bentley Mark VI sheef Saloon, black, mileage Callon,—Alipe & Saunders.

23190.—Alipe & Saunders.

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PERPORMANCE CARS.—Good selection always available: written guarantee.—See under "Snortss
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[0927/R

WANTED. Bentley post-war car: see advt. Rolls-Royce for sale.—Gray. "Hillcrest." Branton. Don-footi

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B coupe, clack, fawn leather interior, exceptionally fine external, interior and mechanical condition, first major engine overhaul just completed, full equipment, many extras, a really first-class example: 5695, exchanges, deferred terms—John S. Truscott, izd., 175, westbourne Grove, W.11. Bay, 4274. (2005)

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CENTRAL GARAGE, Croydon, offer spares and service for Bond Minicar.—Central Garage. Croydon 7864.

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1950 type 400, last one made, 401 engine.
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OFFICIAL Bristol retailers.

41-52. Hay's Mews. Berkeley Sq., W.1. Gros 2563. KEVILL-DAVIES & MARCH, Ltd., offer:-

BRISTOL 200, colour grey, fawn upholstery, loose covers, radio and heater.
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PARZER-NASH cars will consider reasonable offers for margin of the following cosed Bristo's cara1952 (Agril 40) assoon heather sery, radio and partial values on the condition of the condition

1949 400 saloon, beine leather, metallic green, radio, heater; also several other type 400 FALCON WORKS, London Rd., Isleworth, Middlesen, (C2015)

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1949 summarked Bristol 400, heater and radio, below carbs. etc : £1.300,—John Alcock, Waller St., Biddulph, Stoke-on-Trent. (608)

1950 401 Bristel maloon, maintained at Bristel in beautiful order: £1 795,—Ta lor & Crawler, as Renaington Court W 8 Western 60:5

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BARTLETT, the Bristo, Duyers, 2/a, Pembridge Villas, RICHARDS & CARR buy Bristols.—35, Kinnerton St., Wilton Place, Lendon, S.W. 1. Sloane 5424, 1W5045 A F.N Ltd., will purchase for cash Bristol type 400 and Type 401 cars.—Faicon Works, London Rd bleworth Middx, (Hounslow 0011) 10476/R

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1934 British Salmson IZ sports saloon, good order:
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195 gns.—B.S.A. Scott. hat 1939, series 6. 10hp sports 2-seater, green cream wheels, green leather, very good condition; choice of 8 Soutts; terms, exchanges; last, open 9-7 week-days and Saturtays.—schanges; last, open 9-7 week-days and Saturtays.—the control of the control

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ASIL ROY, Ltd. B.S.A. (Scout model) spares: comprehensive stock; wholesale and retail.—161.
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GATTI drop head 4-seater coupe, perfect; 2750.— Below.

Button 3. Lonsdale Rd. Kilburn, N.W.6. Maida
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LEMON BURION, Bugatti Service 5. Lonsdale Rd., Kilburn, N.W. 6. Maida Vale 1331. [0071/R]

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SIMPSON'S offer:-

1950 (Buick Riviera coupe.—Simpson's Motors Wembley), Ltd. (American Car Specialists), Wembley 8691/3903.

RHD 1950 Super Buick Special 4-door saloon, all extras black, 17,000 miles 1949 Super Buick 4-door saloon, colour blue.

—Below

RHD 1947 Super 6 Buick 4-door saloan polychro-matic grey.—Joe Thompson (Motors), Ltd., Fulham Rd., S.W.3, Kensington 4858 (C4028)

97. Fullam Rd., 8 W.3. Kennington edge (Forum Pullam Rd., 8 W.3. Kennington edge (Forum Pullam Rd.), 197. Forum Rd., 197. Foru

1949 Buick Roadmaster 2-door sports saloon, local black Dynaflow radio hester, 19.000 mile oeautiful car; £1,195.—Taylor & Grawley, 48. Kensin ton Court W.8. Western 6015. BUICK Super \$1, delivered new in March, 1952, Dyna-flow drive 4-door saloon black, heater and radio, loose covers from new, 7,500 miles, as brand new in

METCALFE & MUNDY 280 Old Brompton Rd.. S.W.5. Fremantle 5471 [C3064

Simpsons Molors (Wembley) Ltd., the Buick buyers, Wembley 8691/3903, [W4015/# 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 1946 | 19

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H. F. Edwards, 28, Upper High St., Epsom 7-SEATERS private 1957/39 Limousines required, cash waiting. Alpe & Saunders Providence Court, North Audley Street, Mayfair-2941

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CADILLAC

CADILLAC

1950 Cadillac 62 special sedan, radio, heater, bottle green suberb car,—Taylor & Crawley 48, Rensington Court W.8. Western 8015, 11770

1949 Cadillac, 4-door sedan o.h.v. hydramatic, but with the carray of the carray of

Simpson's Motivate (Weathlet), Ltd., the Cadillac ouyers Wembley 891/390. Wertible, r.h.d., manual CADILLAC wanted, 1948/49 convertible, r.h.d., manual present ouyers, maximum £1.000—80x 4215. [W904] CADILLAG Walless and 1000.—Box 4215.

Sole concessionaires, Lendrum & Hartman, Lid. will purchase used Cadillae models.—Showrooms: Bulck Bouse, Albemarie St., London W.I. Regent 7121.

7004/R

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SIMPSON'S offer:

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1951 Chevrolet de luxe 4-door saloon, radio, heater seat covers, low mileage.
1950 Chevrolet saloon, 4-door, radio, heater, seat 1949 Chevrolet saloon, right-hand drive, 4-door, radio, heater, seat covers, 1949 Chevrolet saloon, right-hand drive, 4-door, radio, heater, seat covers, 1949 Chevrolet saloon ditted with heater, Simpson's MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691,5908. (703) 1950 Chevrolet Styleline saloon de luxe, r.h.d. Choloce of other Chevrolets in stock.

RITISIS & COLONIAL MOTORS, Ltd. (Distributors)

BRITISH & COLONIAL MOTORS, Lide (Distributors for London & Home Counties), 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 588. (C1027 PROOKLANDS.—Individuality; new and used cars.

1950 Chevrolet Styleline de luxe 2-door saloon. 103. New Bond St. London, W.1. Mayfair 8351-6.

103 —1986 Chervolet convertible coupe, in excel£150—1986 Chervolet convertible coupe, in exceltant Lane, Nw.5. Hamplased 6490. (C1006

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Tolet buren Wenner 1981/1892. (Wed)1.78

BRITISH & COLONIAL MOTORS, Ltd., distributors
for London and Home Counties, require good Chervolet Cars.—Upper St. Martin's Lane, W.O.2. Temple
Bar 1586. (Davyvott Sazers and Sarviet William).

Force cars.—Upper St. Martinis Lane, W.C.2. Temple Bar 5588. Observed Sparce and Service W1007/R U1007/R CHEVROLET sparce and recairs for private vehicles: distributors for London and Home Countles.—British & Colonial Motors Ltd., Upper St. Martin's Late. W.C.2. Temple Bar 5588.

W.O.2. Temple Bar 5588. CIRYSLER

CHRYSLER 27hp linousine with division and face-forward occasionals. St.L2.37, very good condition through the state of the stat £350—1939 Chrysler Wimbledon de luxe saloon, in immaculate condition throughout.—Bray Motors, 180-184 West End Lane N.W.6. Hampstead

6490. (C1024
1938 Wimbledon model 24hp. mileage 56,304, red
condition car fuel in excellent order, tyres hearly
and over drive fitted, one owner carefully looked after.

—Box 4221.

—Box 4221. CHRYSLER 20hp 1938, new pistons and bearines 1949.

Small mileage since, mechanically perfect, handsome car; £250 or near offer; also Siddall Sunset carwan, 4-berth, end kitchen and law. 2 doors. Tally insulated cost £785 new; accept £375, or £600 for car and carswan, -Box 4200.

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HRYSLER distributors, will purchase all types of Chrysler vehicles.—59-55, Belsize Rd., Swiss Cot-pe, N.W.6 Mai 5555/2155. SIMPSONS MOTORS (WEMBLEY) Ltd., the Ohrysler buyers. Wembley 8691/3903. ROWLAND SMITH'S, the Chrysler buyers.—Hamp stend High St. (Hampstead Tube) Ham. 6041. 7-SEATERS private 1938/39 (24/28hp) Limousinas required cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. | W1006

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CITROEN Sole Distributors for the County of London, Service, sparse and replacement units. Fully guarden andeed used modes at competitive prices always in Succession of Vaushall Bridge Road, S.W.L. Vic. 2011. [0756/B USSELL MOTORS offer:—

1948 Citroen Light 15 saloon, one owner; £375;
RUSSELL MOTORS (RNIGHTSBRIDGE), Ltd., 47,
BOON & PONTER, Ltd., distributors. (C3000

1952 Light 15, black/beige unregistered Castellary S.W.13 (by Hammersmith Bridge).

1952 Light 15 saloon, black, 6,000 miles; £895. 1951 Light 15 seloon, mist green, 21,000 miles; £765. 1950 6-cyl seloon, black, 16,000 miles; £795.

1937 Big 15 iong wheelbage 6/7-seater, in mag-nificent condition, ideal hire car; £275. MANY others; stock constantly changing.

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KILLED Citroen service, spares from stock.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, (C4085 R ICHARDS & CARR, always best value.

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1950 Light 15, green, like new: £595.

1947 Light 15, black, excellent throughout; £425.

35 Kinnerston St., Wilton Piace London. & W.J.

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Groydox. Springapsk 547.

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1950 Citroen Light 15 saloon, grey/red leather.
1950 11,000 miles one owner, as new: £825.
1949 Citroen Light 15 saloon, 1950 features.
1949 maroon/red leather, excellent condition: £645.
1941 W. MOTORS. Ldd., Walton-on-Thames. 2806.

WOKING MOTORS (MAYBURY HILL), Lida-Woking 1998.

HAVE a selection of Ottroen saloons from 1937 to 1950 in the Company of Company of Company of Company 1950 in the Company of C

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel Worthing 71 9000 miles.—Late 1950 Light 15, as new; £845.— (C3001 Mansfield Autos, Ltd., Buston 2587.

1949 Citroen Light 15 saloon, one owner; £575.— Emberbrook 5000 (C2004)

£185 —Citroen 12hp f.w.d. saloon, exceptions throughout.—45, Shirehall Park, N.W.4. £498.—Citroen Light 15 1948, exceptionally good mechanical condition, bodily and interior;

many others.

Bennortors. 1, Ciarendon Rd., Holland Park, LeaDennortors. 1, Ciarendon Rd., Holland Park
Tube.) Exchanges h. 0. (50 yds. Holland Park
Tube.) Exchanges h. 0. (7010)

1950 (citroen is aloon, colour grey, in really extra features; £550.

PARSONS & PARSONS (GARAGES), Ltd., Pottar St., Barrow, Potter St. 121.

1947 Citroen IShp de luxe saloan, grey, loo carbonised, 4 new tyres and battery; £450 or n -Box 4256

1952 (November) Citroen Light 15 sale set offer over £1.000.—Bonallack & Sons, Ltd. Lane, London, E.7. Grangewood 3464.

Lane, London, E.7. Grangewood 3464. 1951 (April) Citroen & de iuxe saloon genuine total mileage 5,000, car as new £1,200, part exchange considered.—A.F.N., Works, London Rd., Isleworth, Middx 0011).

THE CAR MART, Ltd wish to purchase Citrons Cara--150 Fark Lane. W.I. Grosvenor 5534. [GIRA/S R OWLAND SMITTH'S the Citroen Suyers.—Hampetsed R OWLAND SMITTH'S the Citroen Suyers.—Hampetsed A CE SERVICE STATION (LOSEON). Ltd.

ACE SERVICE STREET, the largest buyers of used THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade exacutree welcomed.
NORTH Circular Rd. Stopebridge Park. N.W.16.
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FORD Prefect, 1951, one owner, fitted disabled drives controls; £540 with controls, £500 without, of offer.—Box 4518.

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Lane, North Finchley, N.12. Tel. Hillside 4444,
1949 Ford Pilot anison, binch, leather, heater, radio,
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526 aaloon, overhadled and receilulosed blac
numerous extras. 5. Warren St. W.I. Euston (CIO)

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1952 (first reg.) Jeeps, all types, spares.—Davies Groves 1-5. Dorset Close, N.W.1. Pad. WHAT car has a guaranteed and prompt spares service?—a Metamet converted Jeep.—96d, Belsize (0534

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[0534]

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ROOKLANDS,—Individuality; new and used cars. 1951 Jensen Interceptor cabriolet, mileage 1,000.

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6 months, same as maker's guarantee.
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W. Wilkelin, Lid., 1, Weston Park, Kingston-on-thance, Kin, 2804, m. 1918

1938 £175.—B. T. Mendel, Ltd., 65, 68, Foressen,
81, W. 1, Lan, 285; 2.

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1951 Lagonds 24;-litre saloon, radio, heater, 10,000
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1952 (September) Lagonda 2.6 coupe, 500 milas. Emberturous S51.2-5. Ditton. BrookLands.—Lagonda distributors; latest models.

1952 Lagonda 2.6-litre coupe, mileage 6,000, 1951 Lagonda 2.6-litre coupe, many extras. 1950 Lagonda 2.6-litre saloon, ene owner.

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DAVIES MOTORS, Ltd., 237, London Rd., Staines. DTei, Staines 4211-2-3-4-5 or (private) Popesgrove PERFORMANCE CARS. good selection, always available, written guarantee.—See under "Sports Cars."
[C3041/B

1952 Lagonda drup head 214, 7,000 miles, as new.—
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PRENCE Laso Taibot, 1950, 245-likre, fitted magnis-cent 3-door 4-seater streamlined saloon, body by Saoutchik (aunshine rool), colour dark maroon, radio, heater, 16,000 miles only; this most attractive car oftered at 21,500 (cost new in this country appress. Berkeley St., W.1. Mayfair 6806.

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ANCIA Aprila, 1937, reconditioned engine, receipted to cool dark green, beautiful car, capable of 80,000 suites trouble-free high-speed motoring and 55 m.pg. demonstration 100 miles radius of London; price \$450; would park exchange Flats or Volkswagen.—8. & 8. Motors. 165a, Westbourne Grove, W.11. Baywater 1644.

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renewed back and front, service rear spring, brakes reineed, 1936 front suspension, new battery, M.P. counineed, 1936 front suspension, new battery, M.P. counlamps, endine not yet run from compiletely overhauled air
a cost of £30, only wants sening; £50.0 5,000 genume.

—John Alcock, Walley St., Biddulph, Stoke-on-Trent.
(1602)

Lancia Cars Wanted
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Rd. N.10 Tel. Hillaide 2993. (0343/R

L ANCIA Aprilia cars wanted for cast.—The Hindhead Motor Works. Ltd. Tel. Hindhead 663 (1854

ROWLAND SMITH'S, the Lancia buyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041. (0382/R DRIVATE buyer requires post-war Lancia coupe or Pist/Simos. reasonable.—Arnell, 4, Tattecham Way, Tadworth, Surrey.

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1951 Lee-Prancis 14hp 4-light saloon, green with green upholstery, heater, 18,000 miles; £800 TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Risckiriars 2065-6-7. [C3030

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1948 Lea-Francis 14hp sports 2-str. New Bond St., London, W.L. Mayfair 8351-6. 103

1950 model Lea-Francis 1800 export hand steering, finished in black BREW BROTHERS, Ltd., 133, Old St. 8.W.7. Kensington 2468. model, right-£1,075, compton Rd., [6007

1950 (Agr. ) 18hp. Lea-Francis aports 3-seator.
vind-up windows and coupe type body, pilendid conditype of the condition of

1949 (aeries) Lea-Francis 14hp Ros-hood side-curtains and all-over exchan-tional condition, very fast; £595; would part exchange.—Southwinds, Smuggiers Worthing, Sussex, Goring-by Sea &2131.

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1951 Lea-Francis 18hp streamlined sal., metallic blue, radio, heater and demister, 16,000 miles, carefully maintained; this fast and attractive car offered

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SPARES and service all models from the manufac-turers.—Head Office and Works: Much Park St., Coventry, Tel. 60204-5-6.

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POR sale, 1935 8-seater saloon 12-cylinder 46th Level coin, 55,000 miles body, engine, chassis, tyres, in perfect condition, finest large car ever built; \$500 or fore—Box 4272.

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2.5 gma.—Láncoln-Zephyr, 1937, V.12 4-door 8-seater
2.5 station wagon, natural timber body, giass all
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MESCREUBE-DENNE (UT. BRITAIN), 16d., oner:—
1951 yes 1708 4-600r saloon, black with brown,
1961 red cloth, Continental steering, radio and
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1947 (registered) Mercodes-Bens type 170 a.o.o., L.H.D., excellent order: Brookside Motors, 106 High Rd. Uzbridge 110 a.m. to 7 p.m.

1941 (first rug.) Mercedes-Benz cabri condition, finished black and poly-grey with upholscery. £525.—Pantiles Service Gara Rd., Guildiore 5326.

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Large selection of M.O. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling found distances to see our M.G.s. are which mish prove disautiable.

M.O. T.D. roadster, 15.000 miles, 1951, 8-645; M.O. T.D. roadster, 15.000 miles, 1951, 8-645; M.O. T.D. J. roadster, 15.000 miles, 1951, 8-645; M.O. T.A. 10hp 2-seater, 1949, 8-495; M.O. T.A. 10hp 2-seater, 1949, 8-295; M.O. T.A. 10hp 2-seater, 1957, 8-295; M.O. T.A. 10hp 2-seater, 1957, 8-295; M.O. T.A. 10hp 2-seater, 1958, 8-255; M.O. 12hp M.A. Magnette 2-seater, 1958, 2-195; M.O. 2-1hp M.A. Magnette 2-seater, 1958, 2-165; M.O. J.2 hp M.O. 2-1ter thip saloup, 1957, 8-165; M.O. J.2 hp M.O. 2-1ter thip saloup, 1957, 8-165; M.O. J.2 hp M.O. 2-1ter thip saloup, 1957, 8-165; M.O. J.2 hp M.O. 2-1ter thip saloup, 1957, 8-165; M.O. J.2 hp M.O. 4-1ter thip saloup, 1957, 8-165; M.O. J.2 hp M.O. 4-1ter thip saloup, 1957, 8-165; M.O. J.2 hp M.O. 4-1ter thip saloup, 1957, 8-165; M.O. J.2 hp M.O. 4-1ter thip saloup, 1957, 8-165; M.O. J.2 hp M.O. 4-1ter thip saloup, 1957, 8-165; M.O. J.2 hp M.O. 4-1ter thip saloup, 1957, 8-165; M.O. J.2 hp M.O. 4-1ter thip saloup, 1957, 8-165; M.O. J.2 hp M.O. 4-1ter thip saloup, 1957, 8-165; M.O. J.2 hp M.O. 4-1ter thip saloup, 1957, 8-165; M.O. J.2 hp M.O. 4-1ter thip saloup, 1957, 8-165; M.O. J.2 hp M.O. 4-1ter thip saloup, 1957, 8-165; M.O. J.2 hp M.O. 4-1ter thip saloup, 1957, 8-165; M.O. 3-157, 8-165; M.

2211-2. CAR MART. Ltd.

1951 M.G. T.D. 2-seater, 3.000 miles: £675.—Car Mart, Ltd., 320. Euston Rd., N.W.1. (Closs (Closs R PCO. Ltd., offer:-

M.G. T.D. 2-seater, green, low mileage, extrust 76 2-seater, black, 12,000, one owner; 1949 choice 2 from ESS. red, all over tonneau, 1940 choice 2 from ESS. red, all over tonneau, 1970. Ldd. (M.G.s. purchassed), 16, Albemarie 8t, Maylair, London, W.I. Regent 2952. [C3052]

1952 M.G. T.D. 2-seater, numerous extras, one B. J. HUNTER, Lei, 22. Crickiewood Broadway, N.W.2. Tel Gladstone 6305.

PHILIP RICEARDS, Ltd., effer:—

950 M.G. TD, black/red, 2,700, perfect.-4, Brick 8t., Park Lane, London, W.1. Grosvenor CHARLES RICKARDS, Ltd., offer:-

1952 (Jan.) M.O. T.D. 2-seater, one owner, mile-tion throughout, 2875.

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1952 M.G. 14-litre saloon, 5,000 miles, a new car; berbrook 5551-2-5. [C4001 DARADE MOTORS (MITCHAM) offer:-

1939 M.O. T.A. black and red, good tyres, new 1947 M.O. T.O., black and red, radio luggage Arter of Carlot Mill. 2022. [C3036]

PARAD. Mitchiam. Tel. Mill. 3592. [C3036]

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103. New Bond St. London, W.I. Mayfair 8551-6. Chipstead Motors, Ltd.—See our advertisement under "Sports Cars"

1948 (June T.C. 2-seater, one owner, low milesure, 1948 (June T.C. 2-seater, one owner, low milesure, 1951 (L. 2000 miles, one owner, low milesure, 1951 (L. 2000 miles, one owner, 1957 (L. 2000 miles, 1957), and 18. Chelsee Manor St., S. W. 3 (Flaxman SiSt).

CASSE 165 - 1934 M.O. sports 2-seater, taxed, new print Philosophy of the print Philosophy of the Phil BEARTS, of Kingston M.G. specialists, sales, spares repairs. -102, London Rd. Kingston Twi Kin 5548

£650 -1950 (December) M G. 14 saloon, green upholstery, a one owner car in excellent DENHAM SERVICE STATION, Ltd., Denham, Bucks, £425 green/green leather, new tyres, lugange rack.

ceed green freeh leither, new tyres, lugases rack, changes freek. Immediately the leithern Burgard, Beda Tel. 2014. Open till on the Write for catalorus, Company of the leithern Company of the leith

339. Finchley Rd., N.W.5. Hampstead 4414. £75 -1934 L type M.O. 2-seater, alloy body, new engine and steering, complete essengine and sear box.—Box 4521.

M.G. T.C., 1947, black, red interior, 34,000 miles owner; new tyres, hood, screens, engine body excellent; £375; offers.— Box 4327.

excellent; £375; offers.— Box 4327.

1950 M.O., TD 2-search black, spare unused, tredt
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1949 (September) M.O. TO, cream, immaculate
Tel. Poulcage, mer bood and sidescreens; £555,-1

1951 cgrivnal\_condition.—G. P. Morier Ltd 54,

Eirstelham Rill, S W Z Tube Hill 488 C05046

£635.—Richards & Carr 35 Kinserton St., Wilton Place London, S. W. 1. Stone 5424. [15304] M.O. J.2 Midget, 1935, new marcon cedul tyres, in very good condition: £145.—Pt wood, North Parade, Borsham, Sussex Tel

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M.C. Ltd.—1947 M.G. T.C., green £585; terms, exchange end, N.W.5 (Swiss Cottage

WALTER SCOTT, Ltd tiful condition; College Cres., Hampsteed Pri. 5914.

NAYLOR & ROOT.—1951 M.O. 116 saloon, beige, radio, sunroof, very attractive; months' guarantee.—25, East Hill. Clapham S.W.11. Batt. 2252

1939 M.O. 18hp saloon, maroon, bills show speni March 1952, new engine, mileage of the first standing example of M.O.; £560, o.n.o.—W. 34. The Square, Winchester.

34. The Square, Winchester.

NAYLOR & ROOT.—1952 M.O. T.D. 2-sease beige hide, 7,000 miles, indistinguishable fra 6755; 6 months' guarantee.—25. East Hill. Junction, 8.W.11. Batt, 2292. 1940 Morgan 44 4-seater sports, budy and chass as new: £375; terms and exchanges.—Guppy & 80 motor engineers. Yeavil 1560.

1948 M.G. model T.C., low mileage, in very clean condition, a fast and economical motor; best offer over £460 secures.—E.M.A., Ltd., Ramshill Garage, Petersheld. Tel. Petersheld £6.

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295 sliding head brown leather year good tion; terms, exchanges, list; open 9-7 wee-da Saturdays. Rowland Smith, Hamostead (Han Tube), Hamostead 6041.

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Ltd. Lyndhurs Rd. Christchurch, Bants. Tel. 1891/16.

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1947 Vauxhail 10 selecon; 2835.—Blus Star Garage,
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1948 vanhali 13 de inna 4-door 5-str. aloen with 1948 idinte roof, one previous private series, fost recorded milease 27,000, original unmarked, brilliant biack cellulos, immaculate brown ord uphoistery nited tailored loose oovers, supero mechanical continues of the contract of the con

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£310 -1947 Vauxhall IB saloon; terms.—Autosnips. 5. Balham High Rd., Balham 1509. [C1009 1947 wankall Islan saona, black, brown interior, a very attractive car throughout; £545.

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WYVERN. 1948. black, very clean, choice of Velox, 1949. finished grey.—Arlington Mc Ltd., High Rd., Waltham Cross, Herts. Tel. C Cross 2780.

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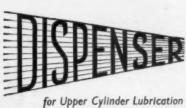
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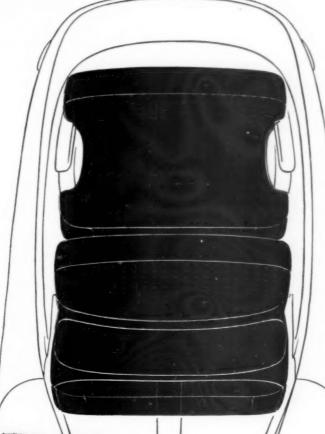


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## INDEX TO ADVERTISEMENTS

		AGE	Pag	0.00		PAGE
					^	
	A BINGDON KING DICK, LTD	6	FERODO, LTD 4	17	OLDHAM & SONS, LTD	23
	AC-Delco Div. of General Motors, Ltd.		Fishel, Geo., & Co., Ltd 2	22		
	Acheson Colloids, Ltd.		Fothergill & Harvey, Ltd Cover II	II	D	
	Acres Autos, Ltd				PARK LINES, LTD.	89
	Acton Bolt Ltd	52	C		Partridge, Wilson & Co., Ltd	16
	A.F.N., Ltd Edit. I	706	GAMAGE, A. W., LTD 5:	2	Pelhams, A	89
	Alan, David, & Co., Ltd.		General Accident, Fire & Life Assur-		Perry, W. Harold, Ltd	54
	Alcoh Metals, Ltd		ance Corpn., Ltd. 11 General Electric Co., Ltd. 90		Power Petroleum Co., Ltd	46
	Amal, Ltd Edit. 1				Powis, David, & Sons, Ltd	29
	Ardenfield Trading Co		Girling, Ltd Cover II		Premier Motor Policies, Ltd	89
	A.S. Accessories		Glacier Metal Co., Ltd		Pressed Steel Co., Ltd.	51
	Auster Aircraft, Ltd. Automotive Products Co., Ltd.	92	Goodyear Tyre & Rubber Co. (Gt.		Prince (Kingston), Engineers, Ltd	3.0
			Britain), Ltd 42			
			Granville Chemical Co., Ltd		P	
	D		Gregory's of Uxbridge, Ltd 88	8	REGENT OIL CO., LTD.	9
		34			Robinson, L., & Co. (Gillingham), Ltd.	18
	Barnacle, Ltd	12	TT		Rootes, Ltd	12
		30	HALFWAY GARAGE, THE 53		Rowland Smith (Motors), Ltd	55
	Dealls allegatives, a.tu.	90	Headen, A. E., Ltd 89		Rubery, Owen & Co., Ltd	95
		90	Henlys, Ltd 56, 89		Runbaken Electrical Products 24,	
		20	Hepworth & Grandage, Ltd 94		Rye, Claude, Ltd 20,	89
		93	Hills (Patents), Ltd			
	Dilusii Industriii Decigners	39	Humber, Ltd		OT.	
		4			COTT, WALTER, LTD	54
	Broadway Motor Co Edit. 170					26
		54	T		Shell-Mex & B.P., Ltd 1,	48
	Burgess Products Co., Ltd	8	INDUSTRIAL ASPHALTS CO., LTD. 10	1	Short Brothers & Harland, Ltd	21
			Intalok. Ltd	1	smith's Motor Accessories, Ltd	50
			many, Da	-	mith, S., & Sons (Radiomobile) Ltd.	45
1	CAMDEN MOTORS, LTD	3		5		89
,	Car Mart, Ltd 4	1	T	5	teele Griffiths & Co., Ltd	54
	Castles Unit Development, Ltd 1	n	JAGUAR CARS, LTD 39	5	teel Nut & Joseph Hampton, Ltd., The	22
	Cheswick & Wright, Ltd	0	Jenks, A. E., & Cattell, Ltd 30			
-	Citroen Cars, Ltd	2 .	Jenolite, Ltd 14			
6	Cliftons Service Station, Ltd.	4	Jowett Cars, Ltd 3	,	ANKARD & SMITH, LTD 5	21
è	lydesdale Stamping Co., Ltd 1:	5		1	imms, Reg. (Motors), Ltd 5	15
	Collier & Collier, Ltd 8	8	17	3		28
	Cooden Engineering Co., Ltd 5!	5	KEY-LEATHER CO., LTD26	7	rinity Cars, Ltd 5	
	Coombs & Sons (Guildford), Ltd 5:	3		7	ruepoint Motor Accessories. Ltd 9	
(	Cooper & Smith 9:	2 .			urner, William (Kismet), Ltd 3	
	Cords Piston Rings, Ltd 26	5	LANE ACCESSORIES 16			
	Cornercroft, Ltd 28	1	Lankester Engineering Co., Ltd 55	7	7	
	Cosmic Car Accessories, Ltd 88	8 1	Laystall Engineering Co., Ltd 19	- (	NIVERSAL DAMPERS, LTD 1	3
	Cowper Penfold & Co., Ltd 27		Lea-Francis Cars, Ltd 35			-
	Cox & Co. (Watford), Ltd 12	1	ondon Caravan Co., Ltd 6	10	7	
(	Cox (R. W.) & Co., Ltd			1	ANDERVELL PRODUCTS, LTD. 2	2
				V	okes, Ltd	2
-			McIVER, SAM 92			*
1	DELANEY GALLAY, LTD 31		AcKinnon Motors, Ltd	-	**	
P	Delco-Remy-Hyatt		Measham Motor Sales Organisation 2	1	VAKEFIELD, C. C., & CO., LTD. 49	0
	Denton Bros. 89		Aillers Car Equipment 32	590	alker, J. J	U
F	Desmo. Ltd		Morgan Motor Co., Ltd., The 14	190	ayte Smith & Co., Ltd.,	2
	Pover, Ltd		Aorris Motors Ltd Front Cover		eathershields, Ltd 33	
F	Prayson Motors, Ltd		Aorris, S. & Co., Ltd		estwood Rim & Patents, Ltd 24	
	humb-Bell Car & Caravan Co., Ltd 32		***************************************		ico-Pacy Sales Corporation, Ltd. Cover in	
	Juniop Rubber Co., Ltd				ilcot (Parent) Co	
	lunn, A. L., & Co., Ltd. 28		VATIONAL BENZOLE CO., LTD. 38		ilkine, G. W., Ltd Edit 1705	
-		3	Various & Root, Ltd		ilmot Breeden, Ltd	
	3		leo Electrical Industries, Ltd 89		oodhead, Jonas & Sons, Ltd 5	
ı	CONOMIC SUPPLY SERVICE,		iewnhams, Ltd			
-	THE 94	N	forthern Caravan Distributors, Ltd 30			
E	sso Petroleum Co., Ltd. 17, 36		lupro, Ltd 52	1	ENITH CARBURETTOR CO., LTD.	

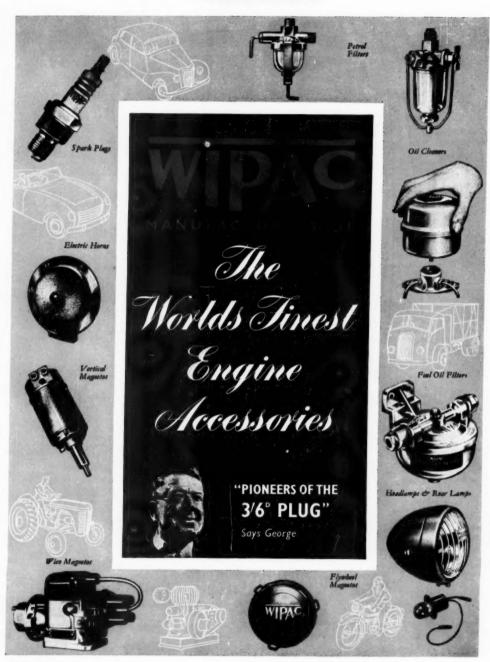
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